

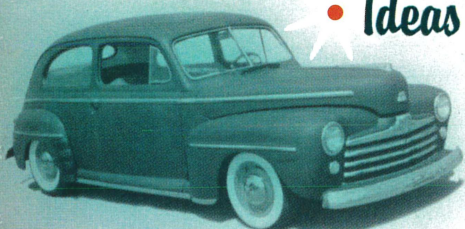
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'60s **MILD CUSTOM**... See page 68

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EVERY MONTH

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ON THE COVER:

Jeff East's '47 Tudor may look mild on the outside, but it's anything but underneath. It's also a very good representation as to why fat is where it's at these days.

Photography by Kevin Lee





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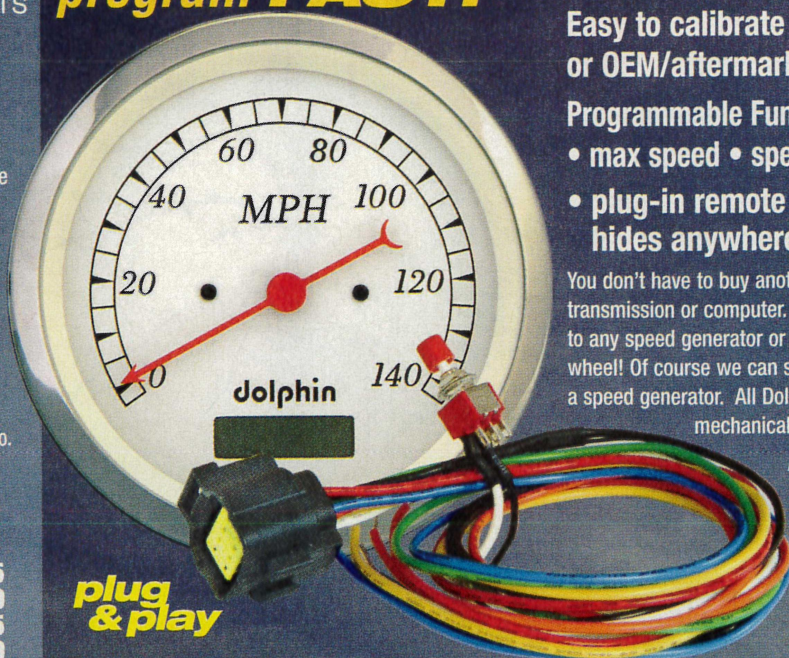
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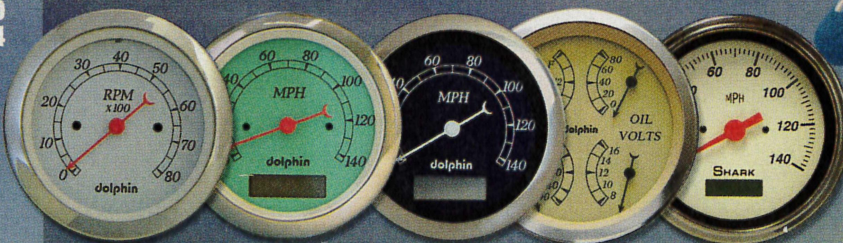
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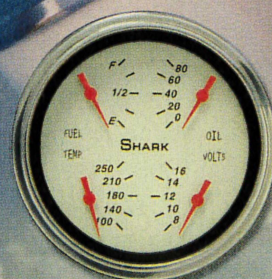
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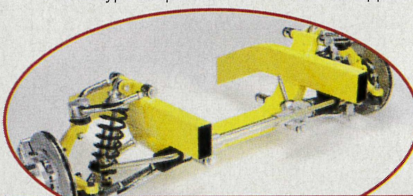
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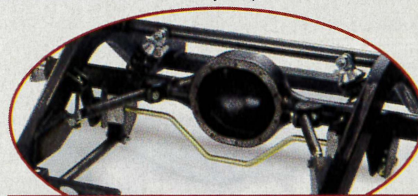
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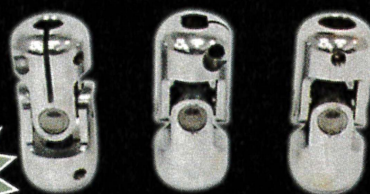


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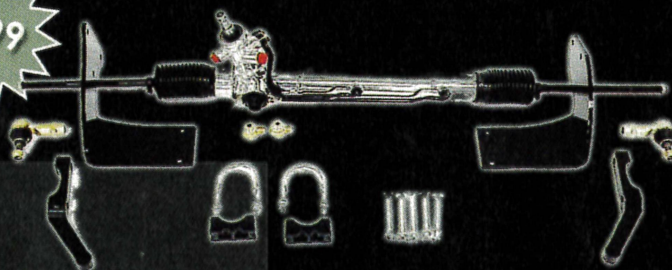
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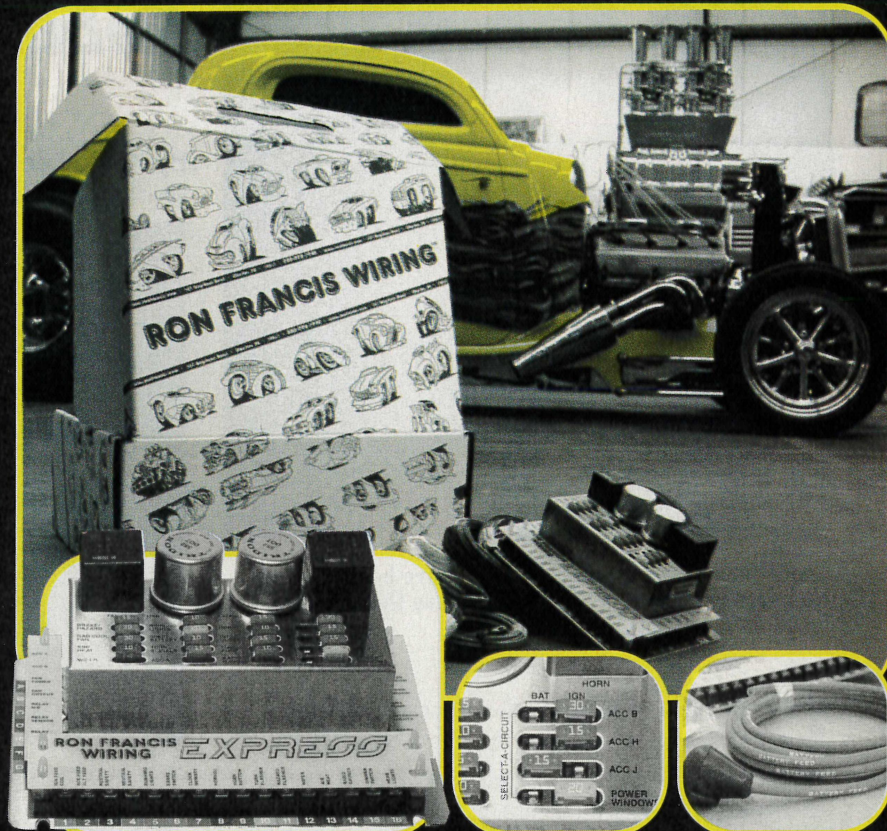
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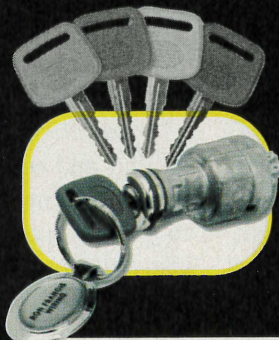


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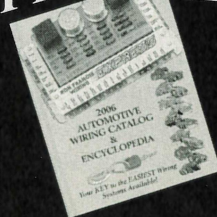


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UP FRONT

Rebuilding a '33

By Kevin Lee
kevin.lee@primedia.com



Exposing architectural details that have been covered for years is all part of the fun. This was the first day; we look happy, don't we?

I already have a '32 that I drive occasionally, but when the chance came up to buy a '33, I had to jump on it. Although this '33 will take a lot of money to restore, it'll never be driven. In this case, I'm talking about an old house.

Of course, the timing for these things is never exactly right, but it seemed to hit at a time when things were already changing quite a bit. Having just gotten married a few months ago, my wife Janet and I returned from our honeymoon to find a house a couple doors away from my 1929 home with a "For Sale" sign planted in the lawn. It wasn't a big shock to me that it was on the market because I had been talking with the son of the woman who had been living there. She had recently passed away and he was talking about relocating his family back to town to live there. The house had been in his family since it was new, but his move wasn't going to work out, so he was forced to put it up for sale.

With a new wife and a larger family on the horizon, it was obvious that my current house was going to get *real small, real fast*, and this new one would offer us almost twice the room. But it wasn't going to be easy, since the house had never changed hands; therefore it had never really been fixed up—either by someone trying to sell or by a new owner making improvements. The kitchen looked like it had been redone sometime in the '60s, but had not had an easy life since.

Suddenly the honeymoon-period my new bride was looking forward to after spending so much time planning every detail for a wedding was over. The



This was the kitchen after the first day. I can tear up things like the best of them. It's the whole putting them back together that always gets me in trouble.

moon-drenched strolls, candlelit dinners gazing into each other's eyes, and quiet time relaxing on the couch were now going to be replaced with evenings knocking down plaster, remodeling bathrooms, sanding woodwork, and refinishing hardwood floors. There's not a room in the house that doesn't need a lot of attention.

If you think building a '32 Ford is expensive, try gutting and rebuilding a kitchen in a '33. It's funny listening to my wife's reasoning as to why we need to go with a certain appliance or upgraded countertop. "We've gone this far, so while we're doing it, we might as well do it right." Sound familiar? It's the same excuse we use on them as we're building a hot rod: "The engine is out, so I might as well rebuild it," or, "I can't just leave the old interior if I'm going to paint it."

This house is *her* hot rod, and she already has every room planned. She may ask my opinion on something once in a while, but I get the feeling she doesn't really hear it. I just keep reminding her that once the house is livable and I start on the garage expansion, I might as well install that four-post lift because I've gone this far ... and while I'm doing it, I might as well do it right.

Honey, remember the love. **R&C**



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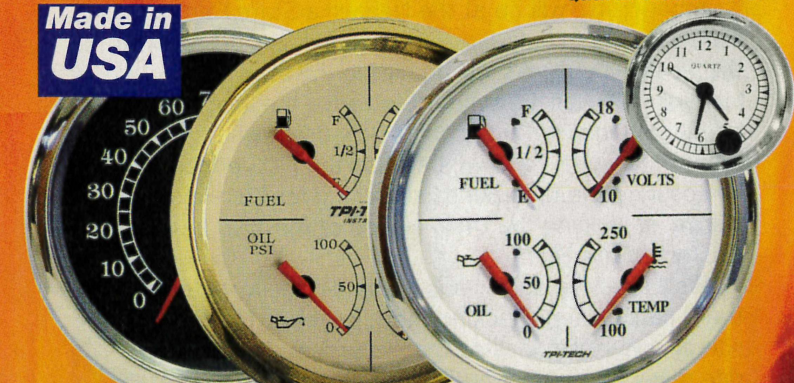


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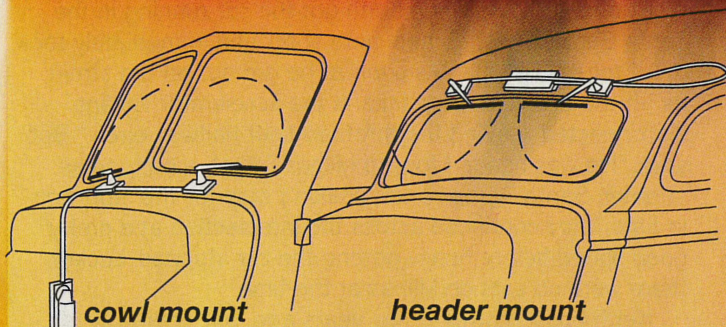
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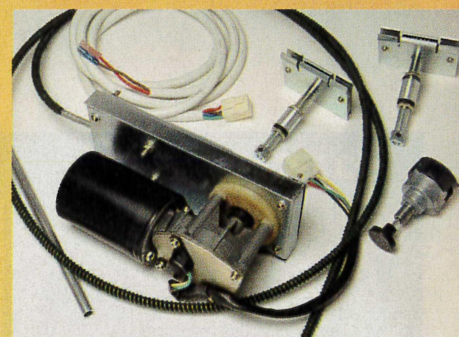
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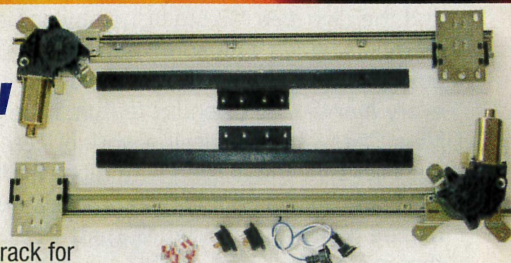
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RODDIN' AROUND

YESTERDAY'S YOUNG GUNS

Bob Merriam grew up hot rodding in the Santa Barbara area in the '50s and took this photo of his friend and fellow Dusters club member Keith Purrington back in 1955. "As you can see, we built cars with what was available," Bob writes us. "Keith came across a Jimmy engine cheap and put it in a T roadster body he had." The photo was taken at Santa Maria Dragstrip (a nearby track run by the Dragons club), where most of the Santa Barbara hot rodders raced.

Bob remembers when Keith got the car running in the Santa Barbara High School auto shop, and immediately took it out for its first run. "As soon as he got out on the street, he hit the accelerator pedal and the accelerator linkage disconnected, leaving the throttle about halfway open," Bob says. "He was headed toward Milpas Street, a busy cross street in Santa Barbara, and couldn't stop for the stop sign in time. They continued across the intersection at a pretty good speed before finally getting the car stopped. Luckily, there were no cars on Milpas at the time."

Keith passed away a few years ago, but obviously is not forgotten.



Mail your vintage photos of you and your hot rod, along with a brief story to: Tim Bernsau, Rod & Custom, 774 S. Placentia Ave., Placentia, CA 92870, or e-mail them (3x5 inches at 300 dpi) to timothy.bernsau@primedia.com. We are unable to return any submitted material.

1932 CALENDAR

75th
Anniversary
of the 1932 Ford
2007 Commemorative Calendar



Deuces of the Jokers Bay Area Car Club

Here's another party favor from the year-long celebration of the 75th anniversary of the Deuce. This limited-edition 2007 calendar highlights '32 Fords owned

and driven by members of the Jokers Bay Area Car Club. The first incarnation of the Jokers was founded in 1959, and the club was re-established by some of the original members, along with some new Jokers, in 1996. The club now has more than 200 members and continues to meet every month. The calendar features the photography of Mike Chase and the design work of Jeff Sutton and Bob Lee Hickson, and is filled with more than 20 outstanding '32 Fords, including a couple of roadsters (Andy Brizio's flamed highboy and Brian Burnett's *Deucari* roadster) that are on Ford's list of "The 75 Most Significant '32 Fords of All Time." The calendar also identifies historical highlights from the year 1932, facts about the Deuce and the first Ford V-8, and quotes from Henry himself.

The calendar sells for \$15 plus \$5 for shipping, with proceeds benefiting the Children's Diabetes Foundation of the North Bay. To order yours, go to www.deuce-calendar.com and click on the PayPal symbol near the bottom of the page.

DISCOVER AMERICRUISE

We told you once and we're telling you again—Americruise is coming back in 2007! Coming back to the two-lane highways that define traditional trailer-

less transportation. Coming back to Lincoln, Nebraska, the cruising capital of the Great Plains and Americruise destination for another year. Coming back to the roots of rodding, when where you were going wasn't nearly as important as how you got there.

Americruise will be at the Nebraska State Fairgrounds from June 29 to July 1, but the action kicks off earlier in the week, when tours will be hitting the road from locations all over the United States for the long-distance boogie to Lincoln. Things don't slow down when Americruise gets to town, because the *R&C* editors will be scouring the fairgrounds searching for the two cars worthy of winning the titles of *Rod of the Year* and *Custom of the Year*.

We'll have the details soon regarding tour routes and travel dates. Keep checking these pages or the *R&C* Web site at www.rodandcustommagazine.com. And get your ride ready to do Americruise with *Rod & Custom*.



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WIN TOP TIN

When you see us at Goodguys shows this year, we're going to be armed with more than just our cameras and good looks. We'll be there with some new awards to give away. *Rod & Custom* has tweaked its popular *Top 10* program, starting with a name change. *R&C's Top Tin* prize will be awarded to our favorite 10 rods and customs at these Goodguys events:

Loveland, CO – June 1-3
Columbus, OH – July 13-15
Madison, WI – August 17-19
Pleasanton, CA – August 24-26
Kansas City, KS – August 31 to September 2
Charlotte, NC – October 26-28
Scottsdale, AZ – November 16-18

All you have to do to be eligible is show up with a cool ride. Award winners will receive a spiffy *R&C Top Tin* jacket and a photograph of their pride 'n' joy in the magazine. Our sister magazine, *Classic Trucks*, will have similar *Finest Five* awards at select shows, and *Street Rodder* will initiate a new year-long *Top 100* program.



RAT FINK NEWS

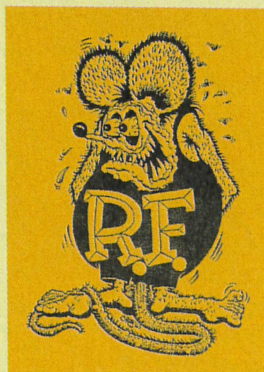
The Rat Fink news is good news this month. "Tales of the Rat Fink," Ron Mann's homage to the late Ed "Big Daddy" Roth, has been released on DVD, and is available from all the usual online and real-world DVD outlets. Grab



a copy as a post-Christmas present to yourself. And while you're buying yourself stuff, pick up the original soundtrack from the movie, featuring 26 songs performed by The Sadies. Then start

planning for a trip to the Petersen Automotive Museum in Los Angeles to see the latest exhibit, "Ed Roth—The Original Rat Fink," featuring the cars, art, and artifacts from the legendary artist and car builder. The exhibit includes many of Roth's automotive creations, including the *Outlaw*, *Beatnik Bandit*, *Mysterion*, and others, as well as posters, magazines, and flyers created by Big Daddy. And since T-shirts were this artist's canvas, a collection of Weirdo shirts decorated with a whole cast of Roth characters will be on display as well. This great exhibit will be at the Petersen, located on the corner of Wilshire and Fairfax in Los Angeles, until June 20th.

www.shoutfactory.com
www.tornadodesign.la
www.petersen.org



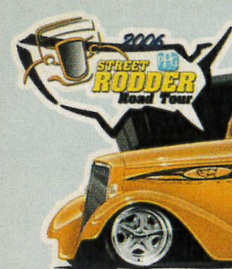
IDIDIT EARNS BIG-TIME AWARD

The next time you buy a steering column from ididit, you'll be glad to know that it's coming from the *Business of the Year*, as determined by the Hot Rod Industry Alliance. Every year at the SEMA Show, HRIA presents this



highly regarded award to a company that has demonstrated "outstanding professionalism, business ethics, and integrity." It's been almost 25 years since Ken Callison built an aluminum steering column for a friend of his, and more than 20 years since ididit has been in business manufacturing columns and other related parts. Ken's wife Jane has worked alongside him since 1987,

running the office and connecting with customers. What was once, literally, a family operation in a small shop has since expanded into one of the best-known companies in this hobby with an up-to-date facility in southeastern Michigan. But when you talk to Ken and Jane, or anybody else from ididit, you get the feeling that they still look at it as building steering columns for their friends. **R&C**



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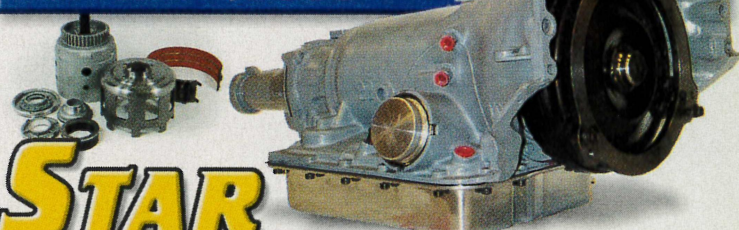
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The Big Tub



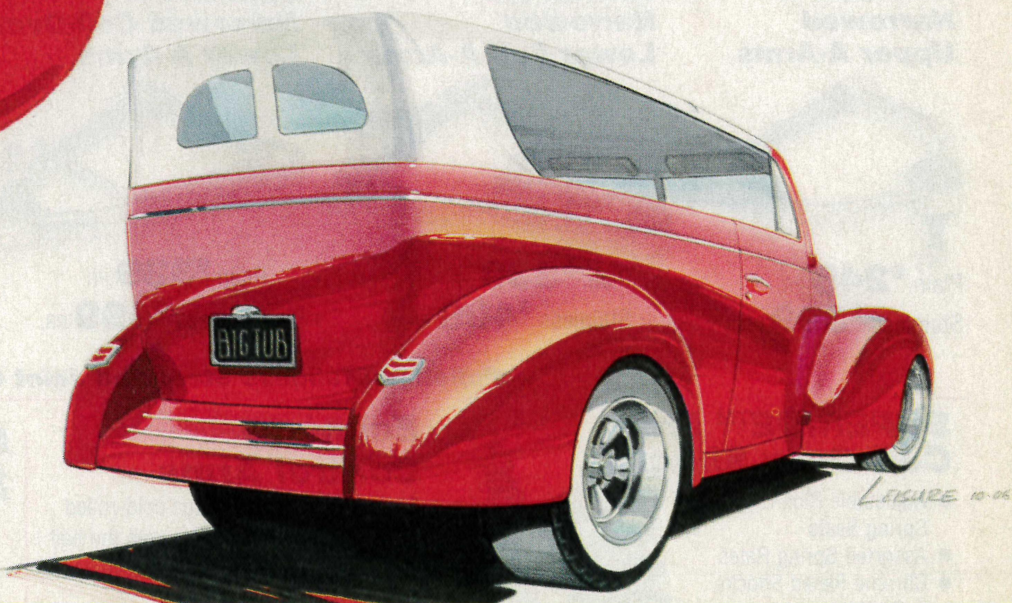
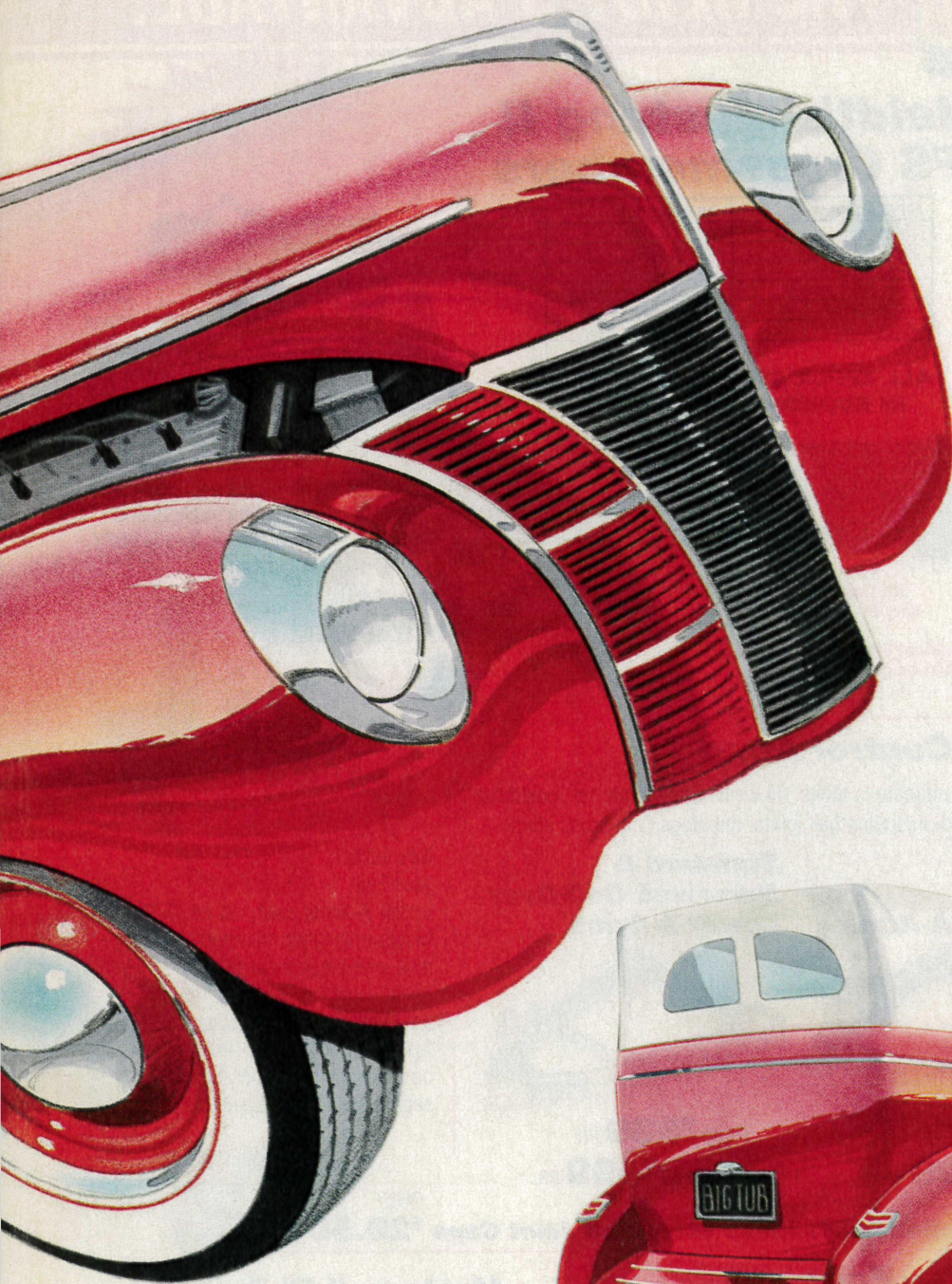
1940 Ford Phaeton



Dream Car of the Month

By Brad Leisure
www.sierratel.com/bleisure

There are two questions I ask myself when I start designing a rod or custom: "What if?" and "Why not?" Of course, those questions were applied to my work on this '40 Ford. What if it had a phaeton body? Why not build it as a hot rod? The '40 lends itself nicely to an open-car design; however, this conversion creates a huge interior area and a very long side opening. To avoid the "airport bus" look, I think Ford



designers would have ended the body well forward of the rear fenders and added a valance panel similar to the early phaetons. The other design challenge would be preventing the body from angling back too much as it tucks under. The idea is to keep the body as short as possible.

I used two tricks to keep the side opening as small as possible. One, I left the vent window intact. Two, I brought the side panel of the roof

forward quite a bit. Both of these tricks help the overall look of the car. Since I'm a vintage rod fan, I played with painted rims and baby Moons and also tried five-spokes with cheater slicks. The hood needed to be open on the sides like a good rod from yesteryear. My solution here was to take the bodyline that trails off the grille and exaggerate it. I terminated the opening with a hint of the old hood

line. This modification allows the hood to be lighter in weight, and provides easy visual access to the Flathead, dressed up with Edelbrock performance accessories. The name was borrowed from the old Monogram 1/8-scale kit from the '60s—*The Big Tub*. I thought it was appropriate. The final question I ask myself when I finish a design is: "Are they going to think I'm crazy?" **R&C**

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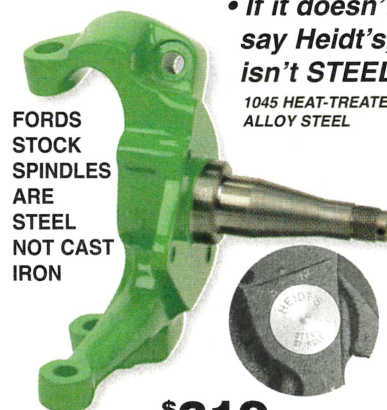
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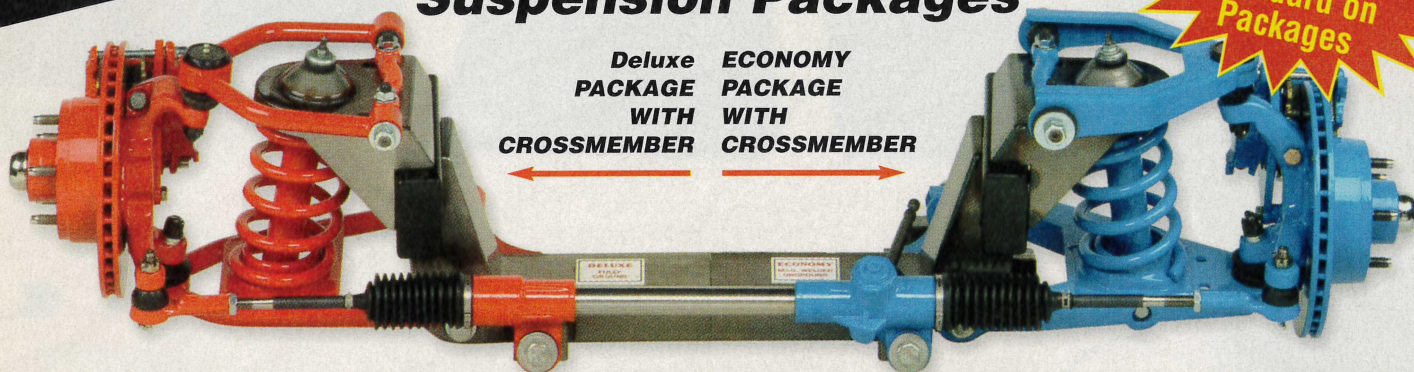
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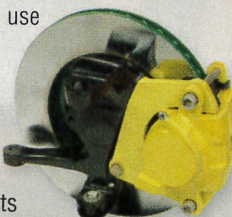
11" Brake Kits

Bracket kits use 11" Ford or Chevy rotors and '78-up GM calipers.

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BRACKET KIT COMP. KIT

CHEVY	\$110	\$349
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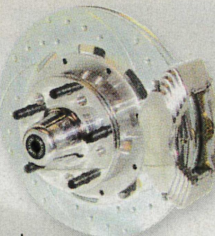


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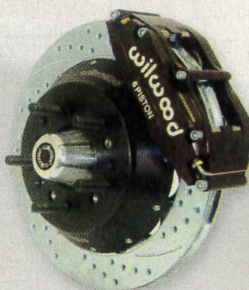


13" Big Brake Kits

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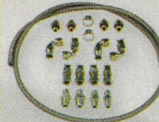


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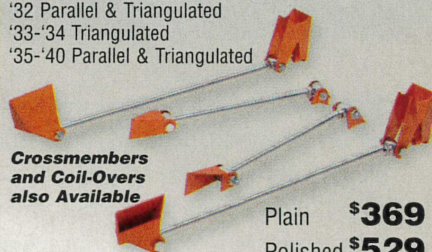
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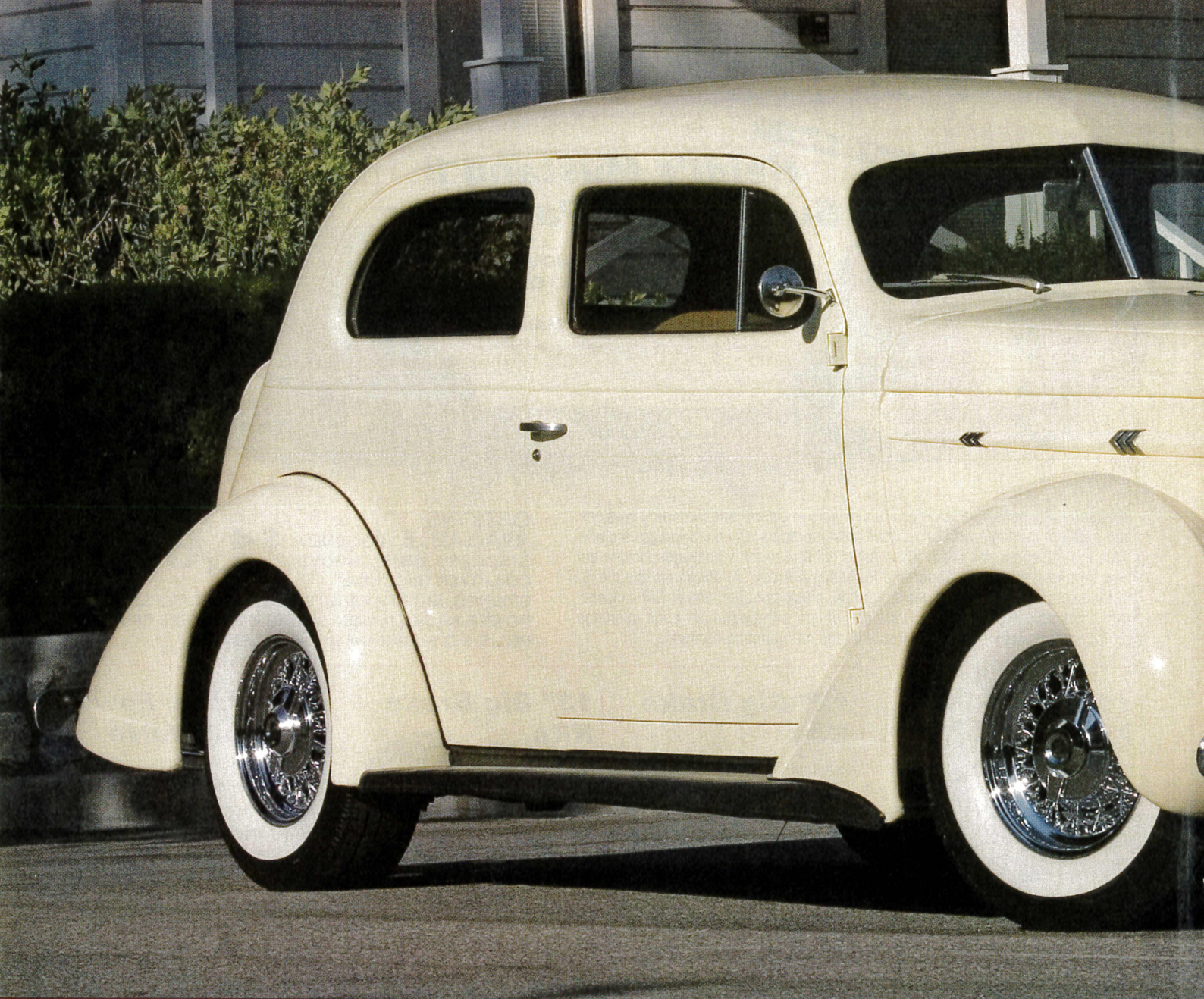
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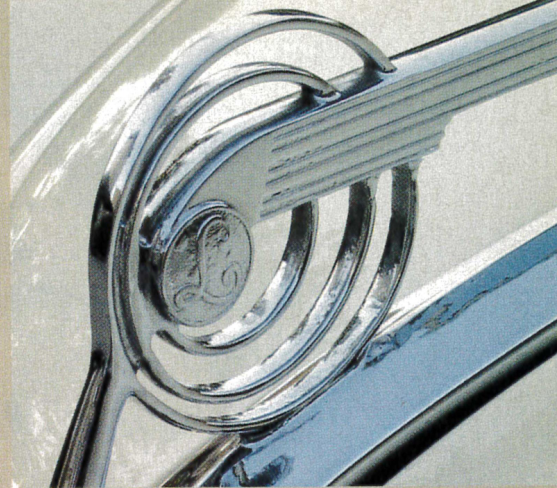
RARE STYLE

When Robert Sennett takes his '37 Nash Lafayette to car shows, he hears every imaginable guess as to the identity of the stylish two-door sedan. Most folks have no clue, but every once in a while, the person guessing will be right. Something tells us Robert likes having an unusual street rod that falls outside the general categories.

Nash Motors purchased Lafayette Motors in the mid-'20s, and used the name from 1934 until 1940. For the first three years, it was marketed as its own separate lower-priced marque. The '37 Lafayette was the first to be sold under the parent marque as the Nash Lafayette 400, retaining its

position as the company's economy model. One of those now desirable cars, this two-door sedan, was originally sold in the nation's newest state of Arizona, where it remained until three years ago, when Robert bought it. The original 1937 Arizona license plate was still in place, and the original factory brochure was still with the car.

Robert can sidestep the wrath of hardcore Nash restorers with the fact that his milestone '37 had already been modified into a resto rod by that time. The sedan was finished, the body was straight, and the modifications to the drivetrain and suspension were well done, but, to Robert's bewilderment,



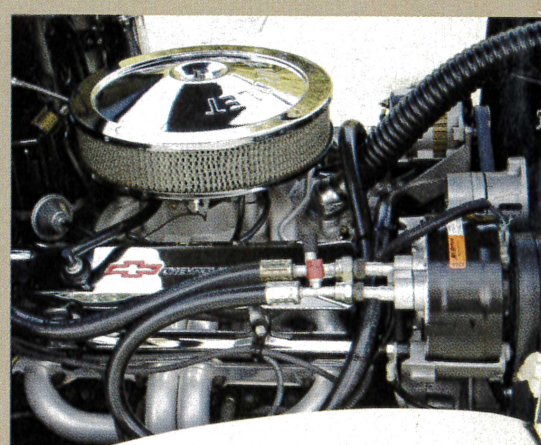
Robert Sennett's '37 Nash Lafayette

By Tim Bernsau

most of the added mechanical components were worn-out parts from the junkyard, and the interior upholstery was unacceptably shabby. He went through the entire car, replacing and rebuilding everything that needed it: The front end was replaced with a Mustang II suspension, the engine compartment was treated to a fresh-out-of-the-crate Chevrolet small-block paired with a TH350 transmission, the interior was completely recovered, tires and wheels were swapped out, and a list of other upgrades was made.

The buildup required that familiar combination of lots of hard work, lots of time, and lots of money. We'll let you judge

for yourselves whether or not Robert succeeded in turning a poorly built project into a show-stopping, one-of-a-kind resto rod worthy of the raw material's rare heritage. It might tip the judging in Robert's favor if we told you he drives the car as often as possible, cruising on the streets of Southern California or taking it to car shows where he typically comes home with a trophy. The Lafayette has even transported a few brides and grooms in local weddings. In most cases, the happy couple had no clue what kind of car they were riding in, but they knew it was cool, beautiful, and unusual—and they were absolutely right. **Rec**





ROBERT SENNETT
UPLAND, CALIFORNIA
'37 NASH LAFAYETTE
400 SEDAN

CHASSIS

The 'rails are the originals from when this car rolled out of the Wisconsin plant 70 years ago. The previous owner had added a junkyard front clip, which Robert replaced with a Mustang II independent front suspension. Beyond that, upgrades are limited to the front and rear gas shocks, '78 GM steering, power brakes, and '79 Lincoln 8-inch rear with 3.00:1 gears.

DRIVETRAIN

A brand-new crate 350 was dropped between the fenders during the rebuild. The small-block, breathing through a single Holley 4V carburetor, was installed by Speed Merchant in Walnut, California. The engine is backed up by a '78 Turbo 350 automatic and the Lincoln rear.

WHEELS & TIRES

Robert was careful about choosing just the right rolling stock. The wide whitewall radials from Coker were an easy decision for a regularly driven resto rod. There were a lot more options for the rims, but these 15-inch

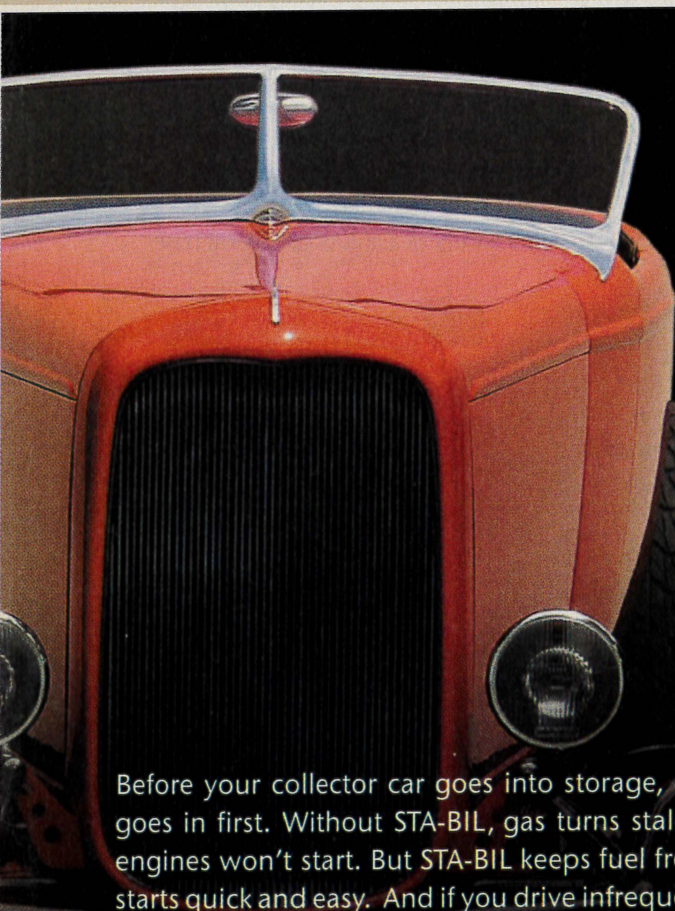
Chrysler Style wires from Wheel Vintiques definitely look right.

BODY & PAINT

A lifetime in Arizona protected the original two-door sedan body from a lot of ordinary deterioration, and any necessary bodywork on the car had already been done by the time Robert took possession. The sheetmetal was kept stock, including the trim pieces—harder than it sounds when you're talking about a limited-production body style with virtually no aftermarket support. Lloyd Auto Body in Ontario, California, shot the pale yellow paint.

INTERIOR

Old and new styles were combined in the interior, where Ron Mangus upholstered the six-way-power Chevrolet split bench seat, using a combination of tan leather and cloth. A custom panel was added below the stock dash for vents, the Auto Air Specialist air conditioning system, and the Pioneer sound system. A Grant banjo-style steering wheel was added to the tilt shift column.



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High-Performance Motor Oil Answers for Hot Rodders

By Tim Bernsau

When Kelly Tidwell was 13, he bought drain oil for five cents a quart to use in his first car, a '35 Chevy. "We didn't know any better," he tells us. "Oil was oil. We had no information about this."

He has a lot of information about it now. As the co-founder of Pure Power! EHP Lubricants and Lifetime Filters, Kelly has been making oils for more than 20 years. Since most of the rest of us don't know much more about oil than the 13-year-old kid pouring drain oil into his car, we visited Kelly at Pure Power! to learn more.

WHAT'S IN YOUR OIL?

In addition to the neutral base petroleum, motor oil is packed with ingredients to improve the makeup of the oil and its ability to lubricate under such conditions as friction, load, and heat. Zinc, calcium, boron, phosphorus, magnesium, sulphur, and other chemicals are typically present at different levels. Zinc, which acts as an anti-wear agent, is one of the most significant additives. Additive packs are more likely to be found in greater

quantity and be more concentrated in heavy-duty commercial oil (sometimes referred to as "truck oil" or "diesel oil") than in light-duty passenger car motor oil (PCMO). All Pure Power! EHP motor oils are manufactured using commercial-grade additive packs, created to increase the life of the oil and the life of the engine.

MULTI-VISCOSITY OILS

Viscosity refers to a liquid's resistance to flow, or in the case of motor oil, how well it flows at low and high temperatures. Oil with a high viscosity can't flow as quickly to engine parts at lower temperatures. A lower-viscosity oil is more likely to fail at high temps.

Multi-viscosity oils (sometimes called multi-weight or multi-grade) were created to provide the best characteristics of high and low viscosity. It's a common misconception that multi-viscosity oil changes weight—thickening or thinning—as temperature changes (e.g. that 20W/50 oil will be a 20-weight when it's cold and a 50-weight when it's hot). What

really happens is that polymers used to create multi-grade oil chemically react to inhibit thinning at high temperatures. At an operating temperature of 212 to 215 degrees, 20W/50 oil will not thin more than 50-weight oil would at that temperature and will have the characteristics of 50-weight when it's hot, but will never be thicker than the 20W base weight.

The more polymers in the oil, the wider the potential viscosity range—but there is a drawback. Polymer is plastic and can build up inside the engine, preventing the rings from seating in the cylinders, and creating heavy deposits in the heads. For that reason, multi-grade oils with a wide viscosity range (such as 10W/40 and 20W/50) are generally not recommended by Pure Power!

EXTRA ADDITIVES

Oil additives are not recommended except by the people who sell them. The additive packs already in the oil have been carefully created. Introducing additional additives can potentially reduce performance, or cause serious engine damage.

ACID

Acid can spoil motor oil by destroying the additive pack. On the pH scale (which expresses acidity or alkalinity of a solution), a total base



Pure Power!'s 10W-30 and 15W-40 motor oils are API-certified, with a TBN of at least 12-14, and meet the standards for the highest current API performance level ratings.



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RIGHT NOW.**

gmperformanceparts.com

Oil 101

number (TBN) above 7 is alkaline, 7 is neutral, and below 7 is acidic. Oil needs a TBN above 7 to neutralize acid. Good commercial-grade oils will typically have a base number in the high 9s, and shouldn't be lower than somewhere in the 8s. Pure Power! prints its TBN of 12-14 on every label. Kelly has tested many brands of oil, and found some with TBN as low as 3—close to lemon juice!

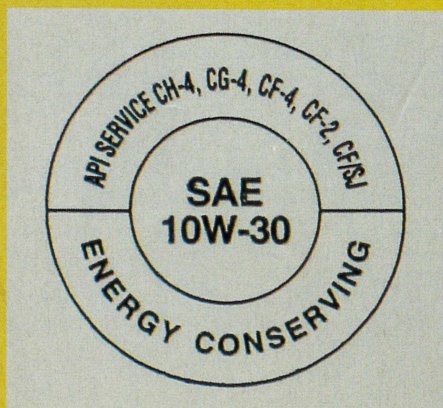
OIL CHANGES

Dark, dirty oil doesn't necessarily mean it's time for a change. It means that the additive pack is still working, keeping fuel soot and other particles in suspension in the oil and not settling out in your engine.

"TV commercials telling you to change your oil at 2,000 or 2,500 miles are just trying to sell oil," Kelly says. The correct frequency is not a matter of months or miles, but of whether or not the oil is still doing its job. According to Kelly, a quality oil, at least 10W30 grade, should be able to go 5,000 miles under normal service; a good commercial-grade 10W30 or 15W-40 should go 7,500 miles. Change the oil after fewer miles if your car is driven infrequently, unless you're using a good commercial-grade oil with a high TBN.

READING THE BOTTLE

The symbols on a motor oil label can tell you a lot about the oil. Look



The API Service Symbol (left) and the API Certification Mark on the outside of the bottle tell you something about the oil on the inside. Pure Power! also identifies its high TBN number on the front label.



Pure Power! Lifetime filters, available in various sizes, won SEMA's *International Best New Product Award* in 2005. The filter material features pleated duplex woven stainless with a large filter area. These interchangeable and re-useable spin-on housings are built from 6061 T6 billet aluminum, which helps dissipate heat.

for two "quality marks" designated by the American Petroleum Institute (API). The round API Service Symbol is divided into three sections. The upper arch identifies the oil's performance level, using the letters S or C followed by another letter. S (for Service) identifies oil intended for gasoline-powered passenger cars and light trucks. SL (approved for all engines currently in use) and SJ (for 2001-and-earlier engines) are the current, and most common, categories. C (for Commercial) identifies oil intended for diesel-powered, heavy-duty trucks (the so-called "truck oils"). Designations are based on additive packs for oils in that category. The most current high level is CI-4. Less current S and C categories are listed on the API Web site at www.api.org. Pure Power! EHP

oils are API certified and meet the standards of all of the current C categories as well as the SL category.

The center section of this symbol identifies oil viscosity. The lower arch identifies the Fuel Economy Rating, and refers to a passenger vehicle gasoline engine's ability to meet API energy conservation standards.

The separate "starburst" symbol is an API certification that the oil meets established engine protection and fuel economy standards.

WHAT'S THE BEST OIL FOR YOUR HOT ROD?

Good commercial-grade heavy-duty oil is a better grade than PCMO, Kelly says, and commercial oils can be used in gasoline engines. For general highway use, he recommends using a good commercial API-certified 10W30 for longer engine life. Thinner oils with lower base numbers (e.g. 5W30 and 5W-20) were created to satisfy fuel economy standards, but wear out far more quickly than heavier weights. Ultimately, he recommends checking the label to determine the quality of the additive pack.

FILTERS

The most common oil filters contain a disposable, pleated paper/cellulose element. Kelly's criticism of these disposable filters is that the elements aren't porous enough for oil to flow

EZ WIRING

PRE-WIRED FUSE BLOCK KITS

EZ WIRING is the EZ way!

Each circuit wire is labeled every 5" over it's entire length so you know exactly where it goes—EZier to wire—EZier to trouble shoot!

All EZ WIRING kits use GXL 125° high temp crosslinked polyethylene jacketed wire that is grease, oil, gas and acid resistant.

Choose color or black harness with 21 circuits. Our best kit has 18 fuses and 21 circuits including power windows, A/C and trunk light. No extra charge for GM factory column connectors and instrument wiring. Harness includes flashers, fusible link, horn relay, GM turn signal connectors, and complete instructions and diagrams.

NEW!

GM Color Coded Harness

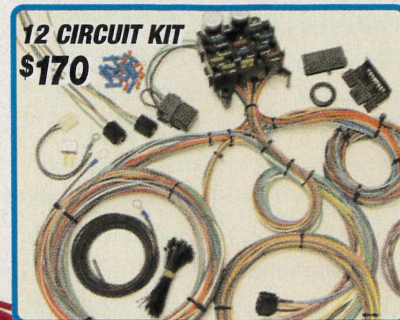
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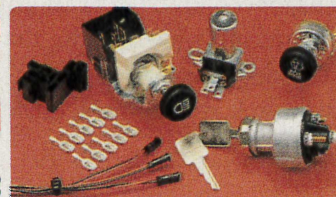
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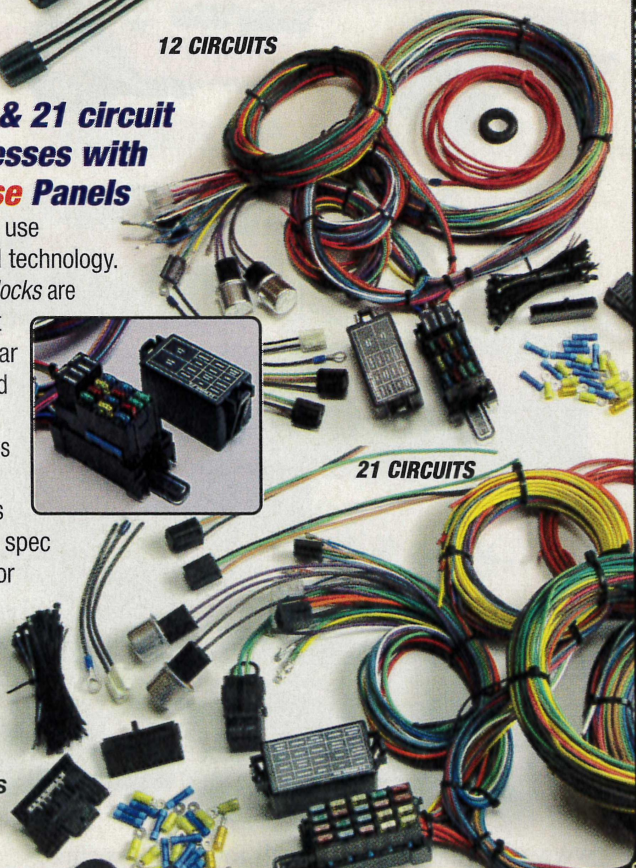
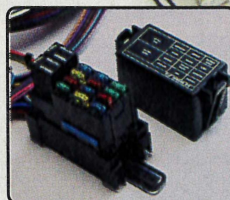
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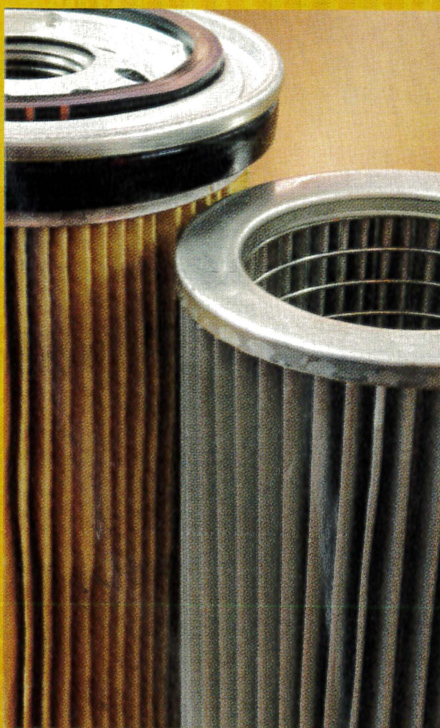
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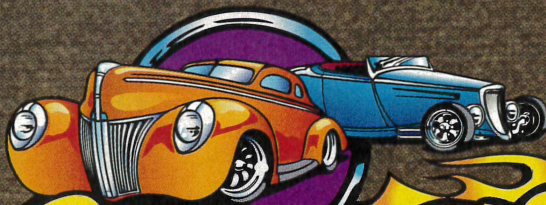


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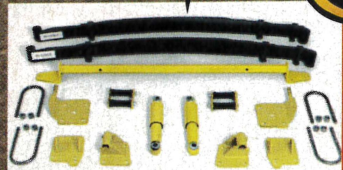
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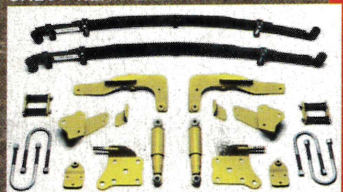
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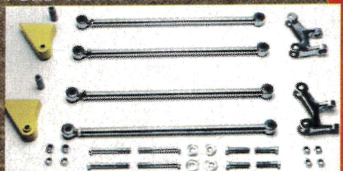
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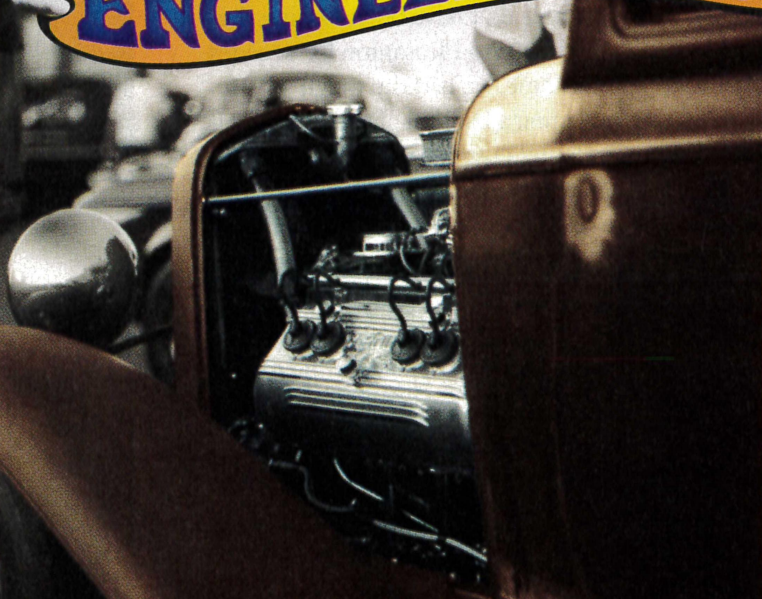


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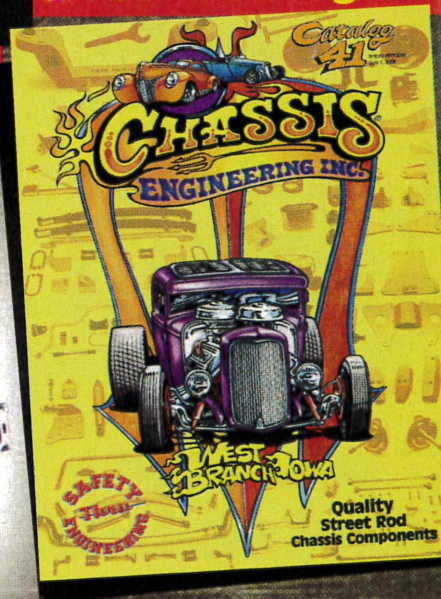
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PRECIOUS METAL FROM THE GOODGUYS WEST COAST NATIONALS

By Tim Bernsau

When the Goodguys West Coast Nationals rolls around at the end of August, the summer show season is far from over, but we really like being able to hit a national show not very far from home after months of traveling all over the United States.

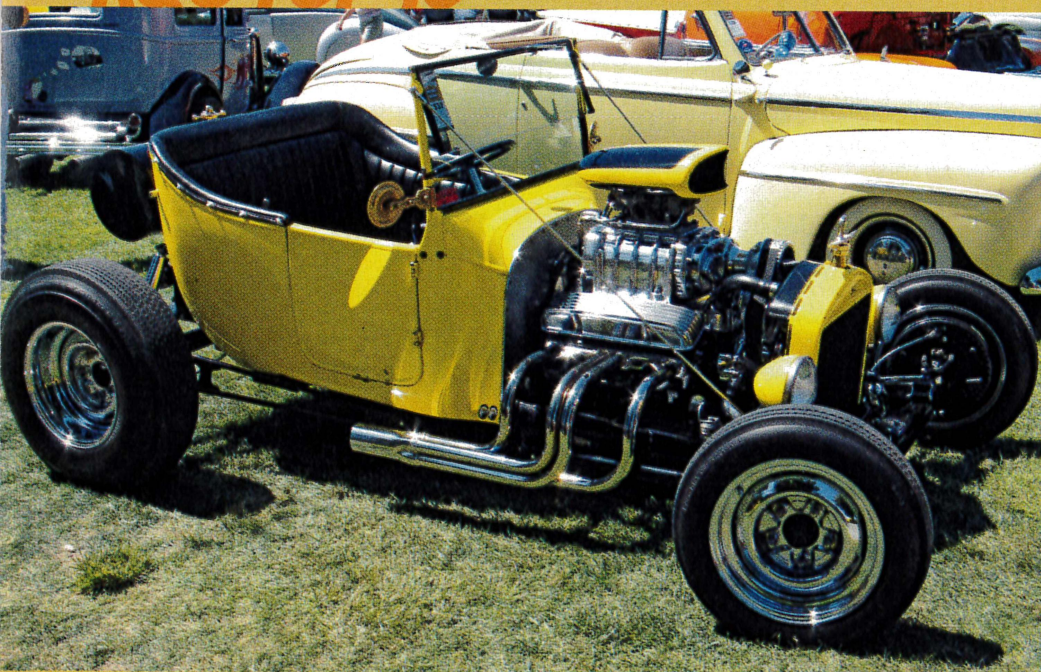
After a summer on the road checking out the latest and greatest rods and customs from every other corner of the country, it's a treat to get back to the West Coast to see some of that famous Golden State iron. The Bay Area has always been the center of some of the greatest hot rods and customs—and it's Goodguys' home turf. Every August, Goodguys packs the Alameda County Fairgrounds with countless outstanding cars. Some are brand-new cars making a late-summer

debut. Some are recent show-stoppers making the rounds of Goodguys shows, just like us. Others are old local favorites that have been making the pilgrimage to Pleasanton for decades. This time, we had the tough job of selecting a handful of these top-shelf rods and customs to receive *R&C Top 10* awards. Those picks, along with a few others from the weekend, are presented on the following pages. *R&C*

(right) Gary Cedoline added a six-pack of Holley 94s at midnight the night before the show, giving the '58 283 small-block a different look than when we saw the car at Paso Robles earlier in the year. Gary has owned it just over a year, but the history of this unchopped and channeled Deuce five-window goes all the way back to the late '50s when it was built.



R&C TOP 10



In the 20 years that he's owned it, Mike Smith's channeled '25 Ford T bucket has become a favorite at Pleasanton. He recently replaced the Flathead and '39 box with a 327 with a four-speed (the Flattie can drop back in any time), and switched the red wire wheels for these chrome reverse rims. The dash, with Stewart Warner gauges, is also relatively recent. The T, which Mike started building at age 12, originally came from the Pomona swap meet for \$150. The initial buildup was under \$5K.





Skoty Chops' chopped '30 coupe is channeled over a custom chassis, and Z'd 6 inches in the front and 12 in back. The wheelbase was stretched 15 inches. A pair of '59 Chrysler hubcaps were incorporated into the dash. The small-block is topped with Lincoln 94s on a Weiland manifold, with three coiled fuel lines. A tiki head knob tops the suicide shifter mounted outside the driver side.

Richard Diamond got help from legendary custom builder Bill Hines in the buildup of his on-the-ground, chopped '51 Merc. The "Ben Hur caps," as he calls them, are put together from '57 Cadillac and Lancer wheel covers with Dodge bullet hubs. It's a Chevy 350 under the hood. A Grabowski-carved shifter skull operates the Turbo 350 trans.



Our favorite wagon in the woodie corral was Gerry and Gail Gamet's '51 Ford. Gerry designed the car to blend old and new styling. Sid Chaver created the interior, where '93 LeBaron front seats—separated by a custom center console—face the factory gauges and clock in a modified dash. The Billet Specialties rims fit the theme. A Ford 5-liter engine provides power. The chassis is fitted with a Fatman IFS, Carrera coilovers, and POSIES SuperSlide rear springs.



The European-looking hardtop in the pro area was, in fact, the smoothest Kaiser you'll ever see. J.F. Launier from Osoyoos, British Columbia, owns this '51 two-door and chopped 5 inches out of the modified top, re-working every panel before shooting the custom blue metalflake paint. J.F. built the chassis with a Corvette IFS and four-corner airbags. The Intro wheels are modified 20s and 22s, and the engine is a 4.6L Northstar. The handbuilt interior features late-Honda buckets.

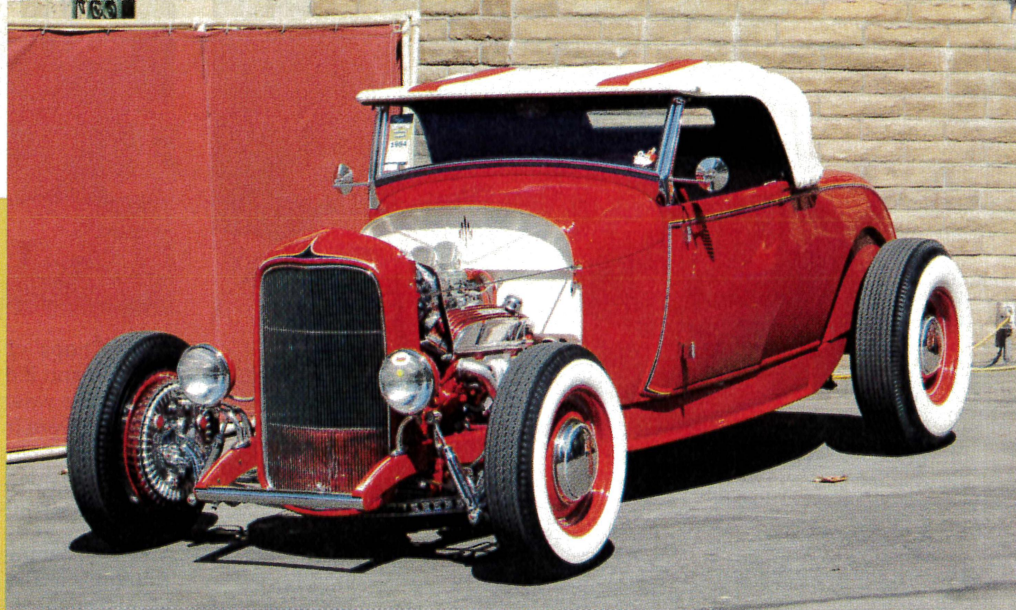


Phil Blodgett has owned this '36 Ford cabrio for 12 years, but it has only been finished since March 2006. Doug Leibrant worked with Phil and did most of the buildup, and the goal was to keep it all pre-1960. The top was made from original 1936 material, the wheels are late-'40s-era cast-aluminum Streamlites on Dunlop racing tires, and the paint is old-style nitro-cellulose lacquer. The Flathead was replaced with a '57 Corvette injected 283.

R&C TOP 10



Maybe Buick pickups will start getting popular after people see Cliff Bruce's '39. A supercharged V-6 powers Bruce's truck, which features a '75 Camaro front clip, and rolls on 17-inch Pacer rims. The truck that Buick never built is actually created from a '42 Chevy cab, chopped 2 inches, along with modified '39 Buick front sheetmetal and a handmade bed, grille, and tailgate. The phantom pickup is finished in Lamborghini orange paint.



Peter Scialabba came to Pleasanton with a bunch of beautiful traditional-looking cars and trucks, but the one that really appealed to us was this original-steel '29 Model A roadster, built like it would have looked in 1962. Peter topped the small-block with Offy valve covers and triple Rochesters. A Bop Top covers the cockpit, and the Indy red paint is dressed up with some Tommy the Greek-style 'striping.



We saw Keith Kaucher's '54 Ford Victoria custom being built, featured it back in October, and love seeing it at the shows. The Ford 390-powered Vicky with a Toploader four-speed sits on a Mercury front clip, but the biggest distinction—aside from the deep purple paint—is the '65 Buick Wildcat top seamlessly grafted to the body at Starlite Rod & Kustom. Purple and white tuck 'n' roll vinyl fills the interior.



When Rick "Zoomie" Hanson was a kid, he built a model of the *Black Widow* Model T roadster pickup, and has always wanted to build a fullsize version in the style of a late-'50s/early '60s show circuit vehicle. He accomplished his goal with this version, built from a bone-stock '28 Model A rpu, and completed with aftermarket parts—except for the 350 small-block from a salvage yard. Karil Popov did the metalwork, and Zoomie's original model accompanies the car wherever it goes.



It's the ice pearl paint that draws people over to look at this '50 Merc, but there's plenty more to see on Chris and Bette Addington's custom, built by Chris along with Tim Robison. The suspension includes a Fatman clip and Air Ride 'bags. The engine is a Chevy 350 with a 700-R4. The exterior is still the biggest draw. The top was chopped 2 1/2 inches, and the paint was done in a home garage. Ron Beam added the pinstriping.



Casey Tollini acquired this '48 Chevy pickup when he was 12, finished it five years later, and has spent the past three years driving it everywhere. The engine is a 383 Chevy small-block with a 700-R4 transmission. Casey beefed up the front suspension with a Mustang II IFS setup; the rear rides on parallel leaves. The interior is two-tone tuck 'n' roll and matches the paint, which was shot by the owner when he was 17.

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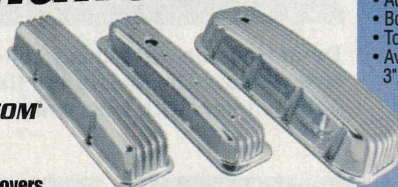
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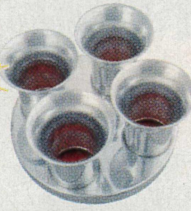
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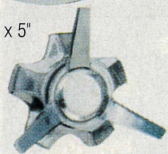
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Abel Reyes made minimal external mods and kept all the brightwork on this sky blue suede '52 Chevy hardtop, including the hood ornament, but brought the body down to the ground.



Darin Houston owns this small-block-powered, suede-in-the-shade, chopped '32 five-window. The look of the flat black paint is balanced by the door handles and polished rims with wide whites, as well as the metalwork on the firewall.



Soncy Road Body Shop in Amarillo built this chopped '50 Ford woodie from the ground up for Mike Hamel, using the original wood. It rides on a Fatman suspension with Air Ride 'bags in the rear, and runs a 327 with a TH350. Mike swaps the five-spokes with a couple other sets of wheels every few days.



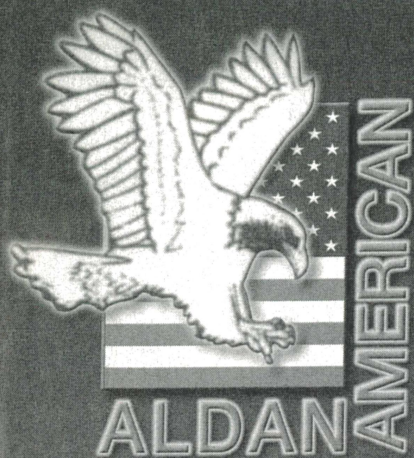
You might not think of '53 Chevys as classy, but some beautiful bodywork, lowered stance, and Thundercloud metallic paint do the trick on Robert and Shelby Smith's two-door post. Trim was removed, and the grille was filled with teeth from a '54. A 350/350 combo provides power.



This '36 Chevy was already hot rodded when Bruce Brincka got it about four years ago. When it got rear-ended, Bruce and his family started a complete rebuild, adding a Mustang II IFS, and a ZZ3 with a TH400, plus white tuck 'n' roll on the inside. Today, the flamed hauler gets driven all over the place.



Larry Freeman went the other way with his snow-white '54 Chevy hardtop, retaining the body trim, and building a cool resto rod. Larry kept the hood up to show off the 235 inline-six running a Wayne cylinder head and Offy manifold, plus a Hildebrandt beehive oil filter.



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■ California Gold



Our prediction that Ts are making a comeback was supported in Pleasanton by Gary Hubback's '27 turtle deck roadster, with a pair of Strombergs on a Thickstun intake manifold (with a Thickstun air cleaner) feeding the '36 Bohnalite-head Flathead. Gary dropped the body on Deuce 'rails and added a '32 grille.



This Flathead-powered '31 coupe was already a chopped hot rod when Garran Soohoo started rebuilding it. Garran, from Nitro Street Rods in Reno, added four Strombergs, built and sleeved the wishbones, switched the banjo rear with a quick-change, redid all the window glass, installed the roof insert, and basically injected the rod with the personality it now exudes. The paint, however, is original.



It must be a blast to drive this cool Deuce highboy, owned by Dave Davidson. The body is from Rod Bods, pulled down the road by a Rochester fuel-injected 409 mill with a four-speed. Rims are five-spoke mags.



Lil' John Buttera has been setting trends for decades and drew a crowd with his '28 roadster, built by Steve Moal, Jimmy Kilroy, and John himself. Impressive elements include the torsion bar front suspension, aluminum Indy small-block motor, and hand-fabricated mirror-finish body.



Russell Martin kept his '22 Buick roadster true Bu, with the exception of the reshaped and boxed '28 Chevy 'rails. The bored 401 engine with Offy valve covers is tied to a Buick TH400 with a 2.73 Posi rear from a '72 Gran Sport. The car was shortened 10 inches to mimic the proportions of a Model A.



This chopped and dropped '50 Ford, the property of Gary and Joan Levering, looks great with spots, smoothed sheetmetal, side pipes, and a monochrome copper paint job. The contemporary interior includes late-model buckets and a center console. A small-block gets it down the road.

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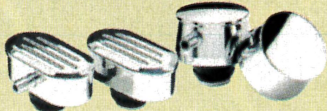
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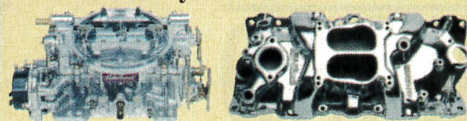


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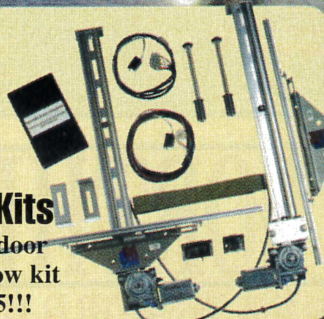


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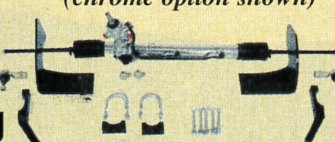


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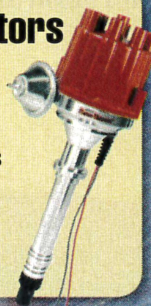


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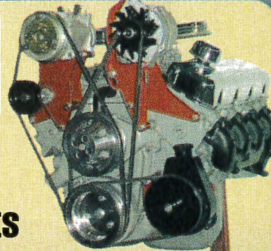


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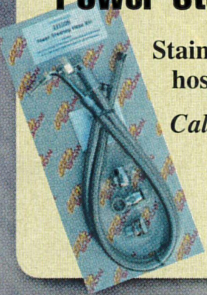
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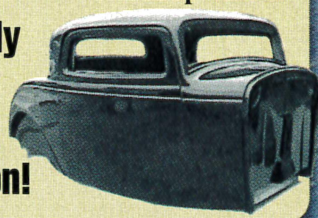
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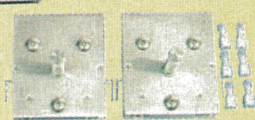
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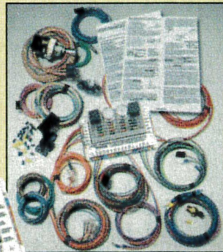
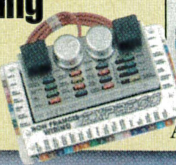
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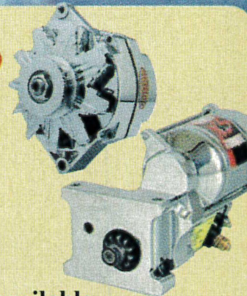
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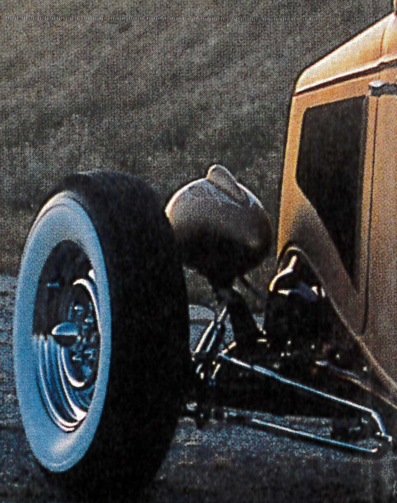




THE NORTHRIDGE KID

PAT PATTON'S '34 FORD HAS A FAMOUS COUSIN

By Pat Patton and Jim Aust • Photography by Rick Amado



I have had a few different hot rods in my life—one I built just the way I wanted it and many others I bought and changed to my liking—but my latest ride was different from the very start. My '34 Ford coupe was started in the early '90s and never finished because the guy I purchased it from started building it and became ill not too long after and just parked it in the hopes of someday returning to the project. He had done it right, starting with an original '34 Ford chassis that had been built up by legendary rodder Pete Chapouris in his time between leaving Pete & Jake's and starting his new company, PCG³, which eventually morphed into the SO-CAL Speed Shop. Nevertheless, the original owner just ran out of steam after gathering most of the pieces.

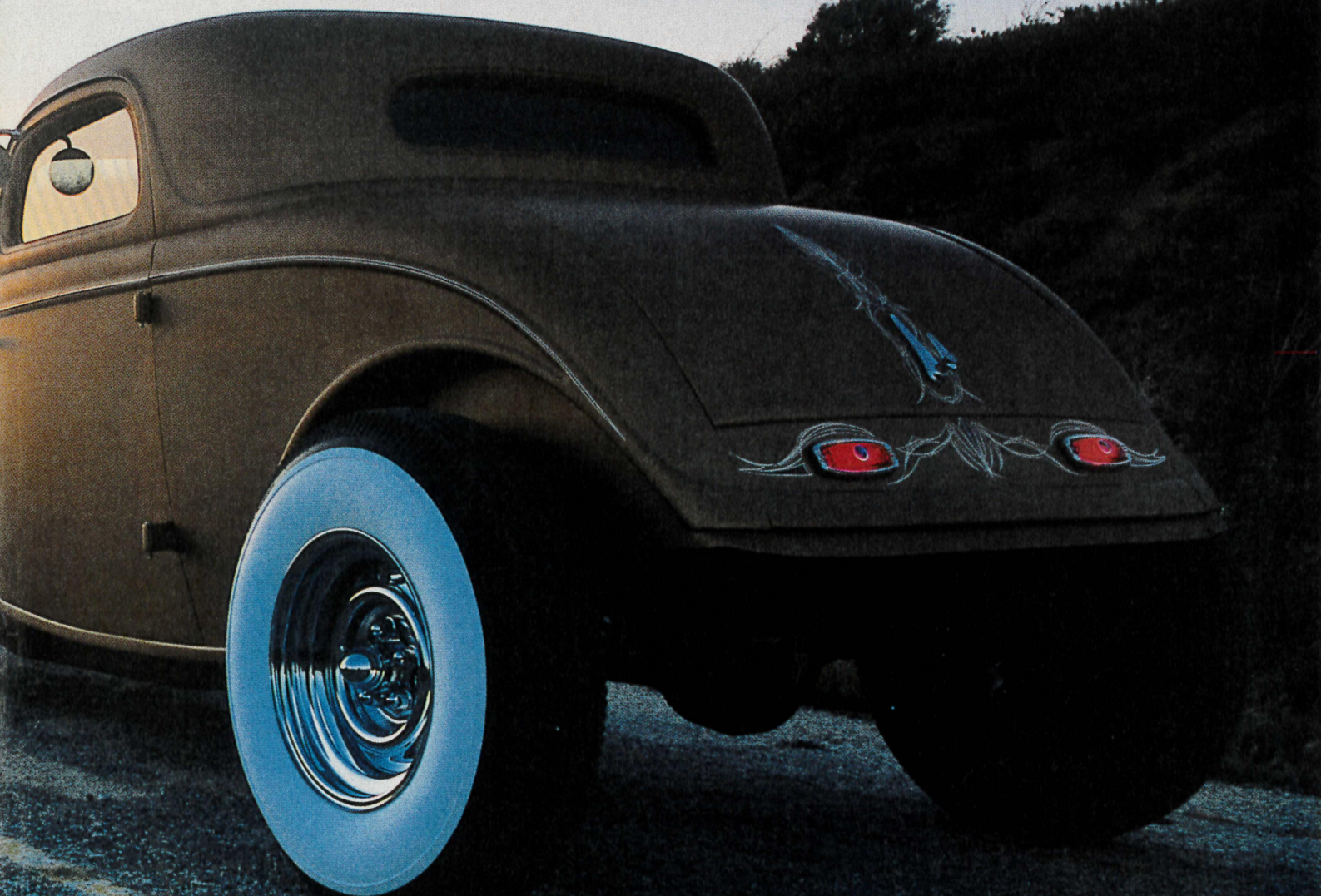
When I stepped in, I planned on throwing the car together as my summer driver, but as hot rods usually go, I got more involved. I had planned on running the car in a coat of primer, but during a visit to Chip Foose's shop, I completely fell in love with a finish I saw on one of his engines. I set out to achieve that same look on my entire car, and it took a few attempts to get it just right, but in the end, I completely love the look that appears soft to the touch. My friend Skratz (pinstriper and Foose accomplice) helped me select the gold hue that would work with the maroon color in which the chassis has previously been wrapped.

I'm a child of the '60s, so my tastes have always leaned toward the memories of the cars my dad and his friends drove,

as well as the rides of neighborhood hot rodders back in Washington, D.C. It's funny how much those early memories influence your taste for the rest of your life. A strong element of that early influence was chrome reverse wheels and wide whitewall tires. I had to run that combo on my hot rod and the biggest whitewall currently in production comes in the Firestone 8.90x15 from Coker with a full 5 inches of whitewall! I just had to have those, and the chrome wheels with spider caps completed my vision.

The car just started designing itself at this point. The next big area was the interior, so I called on my friend Victor Zuniga at Zuniga Auto Upholstery to stitch me up some period threads. He suggested an ivory marine-grade vinyl once he checked out my car, and we agreed on a tuck 'n' roll pattern over a Glide bench seat. In my own opinion, he nailed it with a combination that is great to look at and comfortable too.

Finishing up the exterior is one of my favorite things—unusual headlights. I used a set of 1937 Buick buckets and grafted them to a Guide sealed-beam unit and a set of Guide turn-signal toppers I lengthened to fit. My old friend Skratz provided the finishing touch with a skinny 'stripe that goes great with the suede finish. I hope other people enjoy the car as much as I do because I'm having a blast! **R&C**



■ The Northridge Kid

PAT PATTON NORTHRIDGE, CALIFORNIA 1934 FORD COUPE

DRIVETRAIN

A tried-and-true Chevy small-block powers Pat's coupe, in this case a '69 350. Dressing up the mighty Mouse is a pair of Offenhauser valve covers and an Edelbrock intake manifold topped by a matching 650-cfm carburetor. An early Caddy air cleaner and a pair of Sanderson shorty headers finish up the motivation package. Behind the reliable engine is a GM Turbo 400 automatic transmission of the same vintage.

CHASSIS

The chassis is an original '34 Ford unit rebuilt by Pete Chapouris during a transitional period. He started by beefing up the X-member and then set up the front around a Super Bell dropped I-beam axle. A Vega box does the steering while a pair of Wilwood disc brakes mounts up to a pair of Super Bell backing plates to do the stopping. Out back, a pair of ladder bars locates a 9-inch Ford rearend with a pair of Aldan coilovers smoothing out the bumps in the road.

WHEELS & TIRES

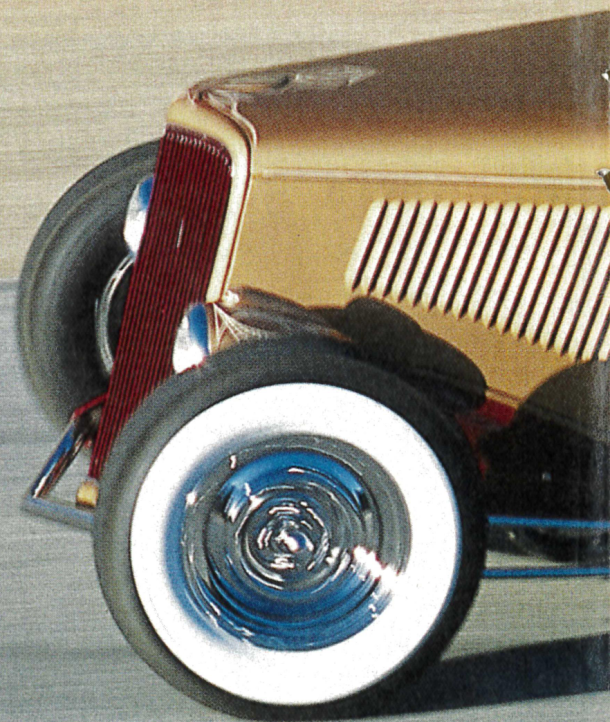
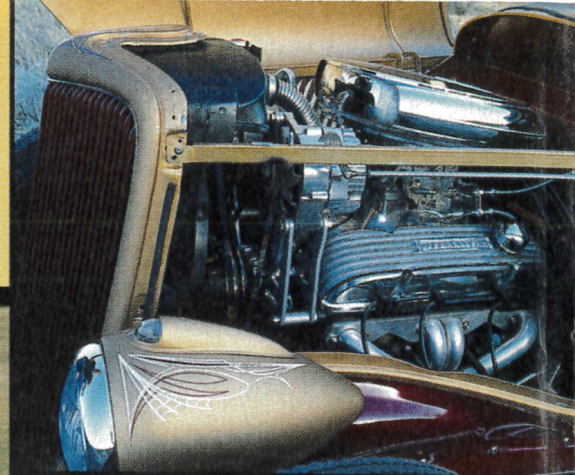
Chrome reverses were the only option on Pat's list for this car, so a set of 15x4 and 15x5 shiny rollers dressed in chrome spider center caps are wrapped in 6.70x15 and 8.90x15 Firestone whitewalls from Coker tire.

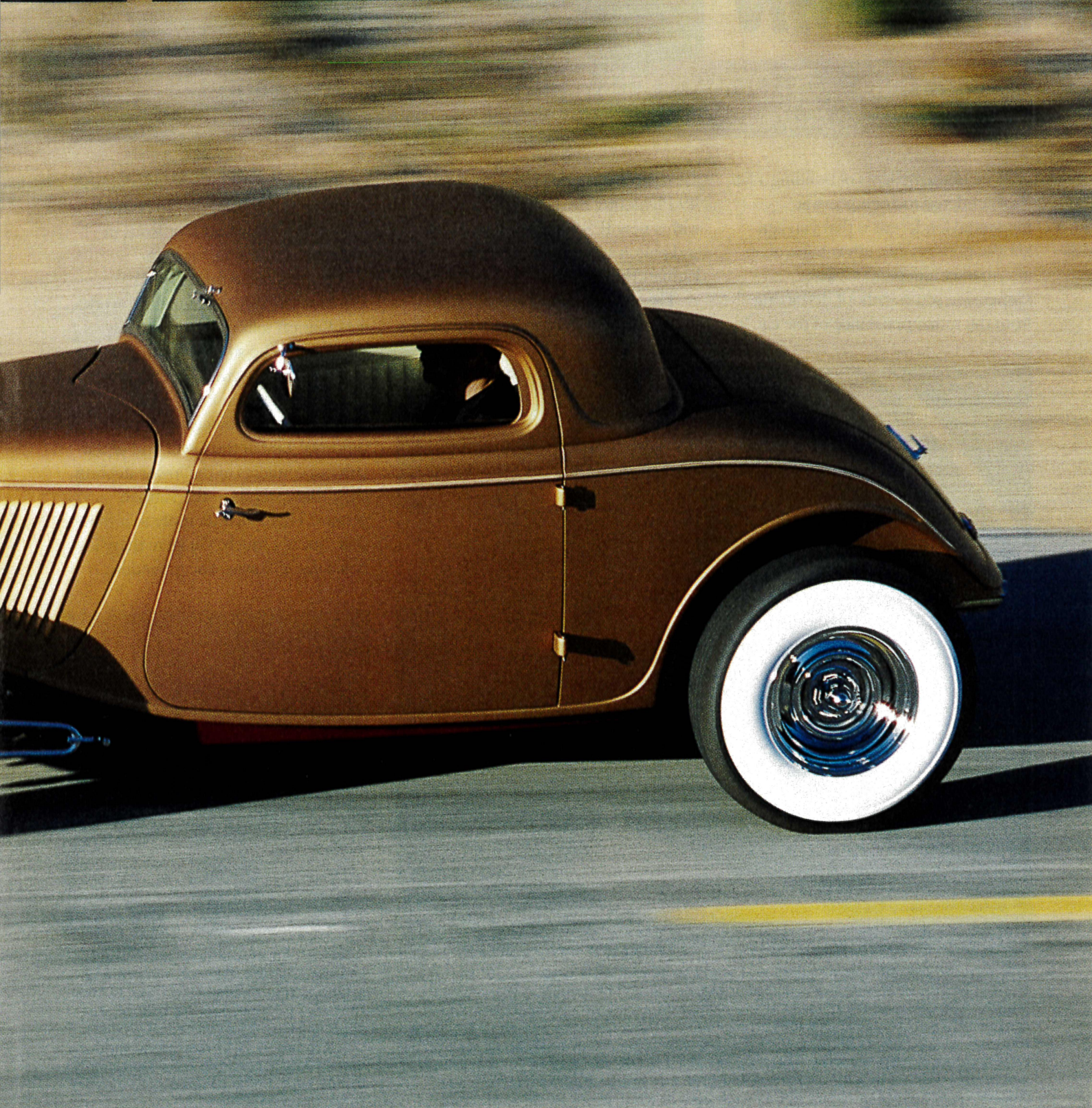
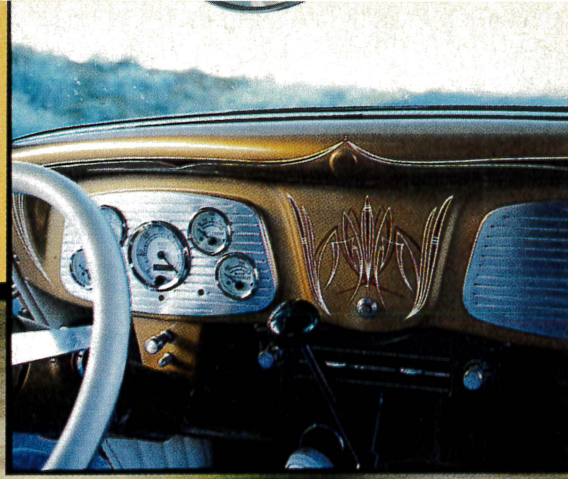
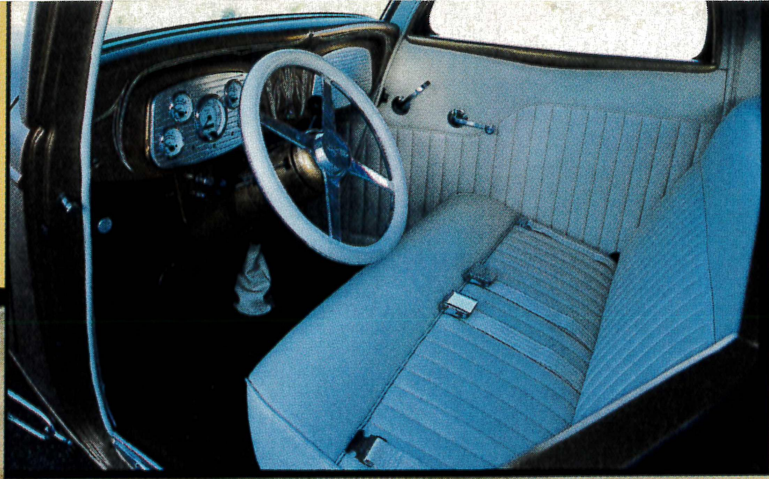
BODY & PAINT

A fiberglass '34 Ford three-window coupe body from Gibbons patterned after Pete Chapouris' own *California Kid* was only too fitting to top a pair of 'rails personally massaged by Pete himself. Mated together with an original '34 Ford grille and a reproduction hood from Rootlieb, the entire package was sprayed by the owner with a specially blended satin gold finish before Skratz laid down some fine line with his Mack brush and some One-Shot enamel.

INTERIOR

Inside the coupe, Pat kept it simple and true to the period he loved best as a kid with yards of white vinyl stitched up by Zuniga Auto Upholstery in Northridge, California, over a Glide Engineering bench seat. A Vintage Air unit has been installed to regulate the temperature for longer trips that might get a little warm.





KEEP YOUR COLUMN



MODIFYING A STOCK COLUMN FOR AFTERMARKET STEERING

By Tim Bernsau

One of the benefits of building a fat-fendered rod or a postwar integrated-fender car is that you can get the performance advantages of an aftermarket independent front suspension setup without detracting from the retro appearance of the car. In

the case of this small-block-powered '49 Plymouth, the car was modified with a new IFS suspension and rack-and-pinion steering system from Fatman Fabrications.

The owner wanted to retain the factory steering column because he felt

an aftermarket column would alter the stock look of the interior, so he took the car to Hollywood Hot Rods in Burbank, California, for help.

Garrett Wilson from HHR modified the column to make it work, and, Garrett tells us, it's a relatively simple job. The stock column gets cut to the proper length, and attached at the floor with a mounting plate to prevent it from moving around. A universal joint at the lower end of the column connects to the lower steering shaft that extends to the Fatman system. There's a little more to it than that, but not much. We were there for half a day, following the procedure. *R&C*



The steering column was removed and ready to be modified when we got to Hollywood Hot Rods. The mods would primarily consist of adjusting the column length, repositioning the column at the dash, fabricating mounting plates, and reassembling the setup using some new Flaming River U-joints. The challenge was to locate everything to maintain the most comfortable driver position as well as the best location for the steering intermediate shaft inside the engine compartment, where clearing the headers, suspension parts, and motor mounts was an issue. Garrett used a piece of rod to get a rough idea of what angle would work best.



Once he had determined the correct column position, Garrett marked and drilled a hole through the floor. In this case, the location for the column was slightly below and to the left of the stock location. HHR has found that many factory columns are offset slightly to one side, which is something they try to fix when possible.

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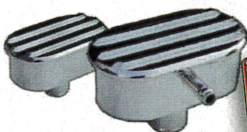
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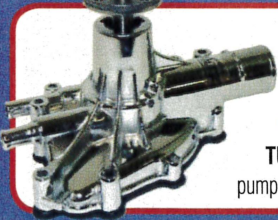
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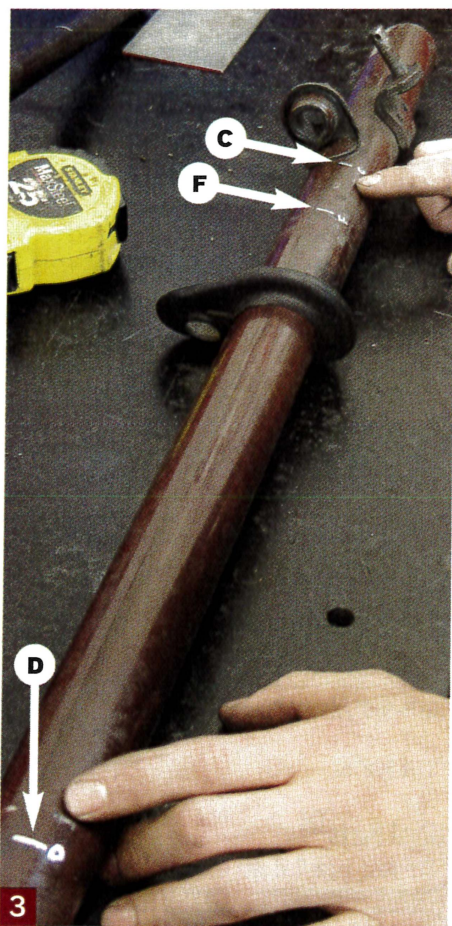


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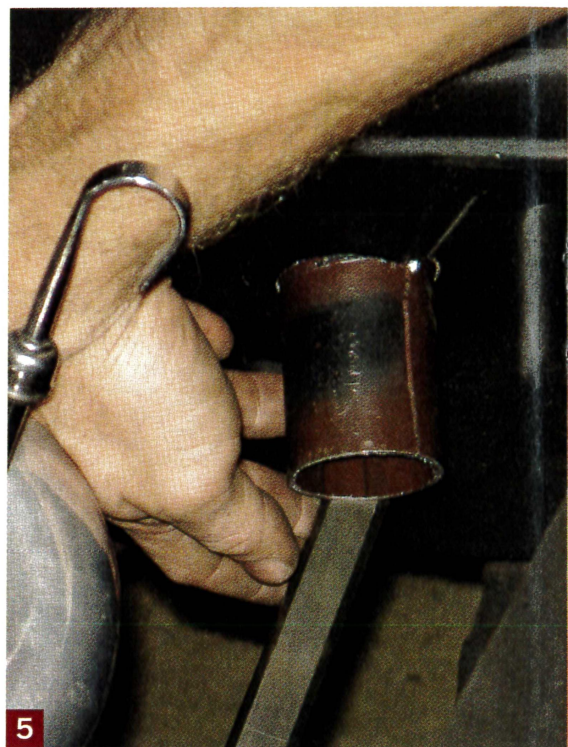
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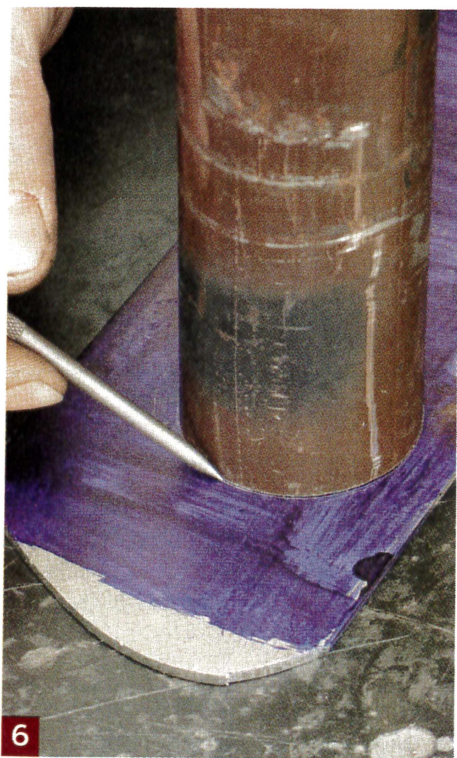
■ Keep Your Column



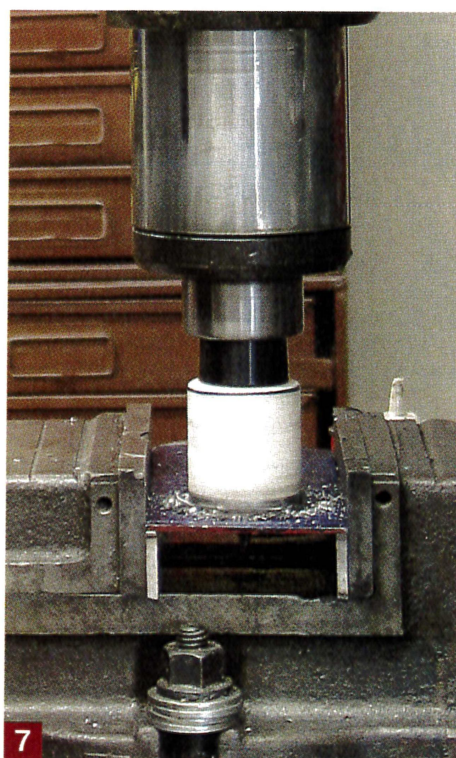
After it had been correctly repositioned, the steering column needed to be shortened by several inches, so it wouldn't extend too far through the firewall, or above the dash. Garrett marked the tube at the point where it reached the column drop at the dash (D), where it reached the floor (F), and at the cut mark (C), and then cut the column with a bandsaw.



Garrett test-fit the column and the wheel again and found that the length of the tube was now correct, but moving the location of the hole in the floor required the column drop (which was easily adjusted) to be moved to the left slightly. The tube extended through the firewall the proper amount, and in a position that will keep the lower intermediate shaft away from any clearance problems under the hood.



Garrett used a piece of 1/8-inch steel to fabricate a square floor plate. The outside diameter of the column was determined and the appropriate hole was drilled in the floor plate. The floor plate will be fastened from the interior side of the firewall through a mounting hole in each corner. If the column stopped at the floor, this plate would be critical. Since the column extends through the floor, the plate is not as necessary, but serves to cover the hole and keep the column firmly in place.



Now that the stock steering box is not being used and the steering shaft has been cut, HHR needed to install a support for the shaft at the lower end of the column. They use a variety of bearings and bushings. The bushing they're using here (which HHR gets from McMaster-Carr) is nylon. They also make them with other low-friction synthetic materials, but nylon has a slippery enough surface for light-duty applications, such as this. No lubrication is needed.

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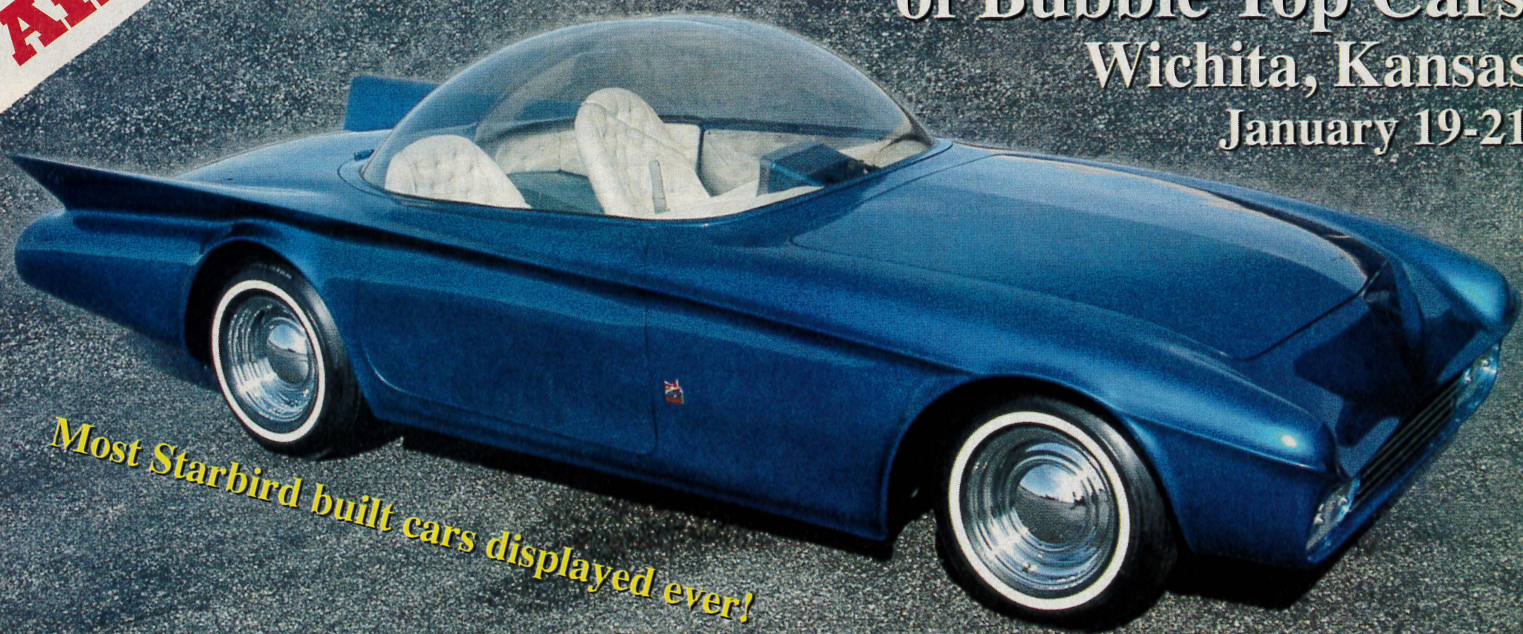
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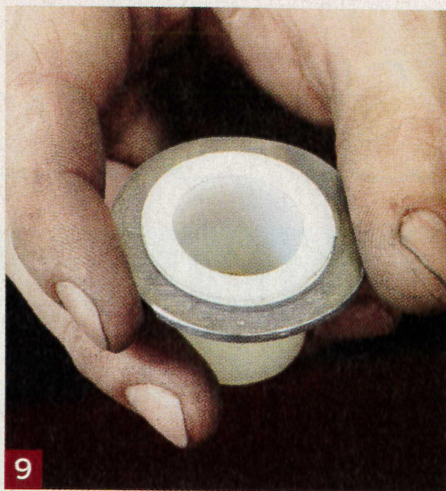
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■ Keep Your Column



Garrett installed the bushing by cutting a plug and then drilling a hole that matches the outside diameter of the bushing. The plug was trimmed to match the column diameter and cleaned up with a belt sander.



The plug was welded onto the end of the column tube along with the floor plate a few inches up from the bottom. The bushing was then pressed in place to seal the column and provide a low-friction surface for the steering shaft and U-joint, which rides against it. If for some reason the shaft had to be longer, and the U-joint didn't butt against the bushing, you'd have to add a collar so the steering wheel and shaft could not be pulled back into the car. In this particular case, they don't need a collar because the U-joint holds the shaft in place.



Mounting holes were drilled into the floor plate at each corner.



Garrett cut the steering shaft about an inch below the bushing, allowing enough of the shaft to stick out so the U-joint could be installed.



He then drilled a hole through the shaft so the U-joint could be installed using a through-bolt with a Nyloc nut. He countersunk a hole into the shaft, 90 degrees from the through-hole, and added an additional set screw to make the Flaming River U-joint that much more secure.

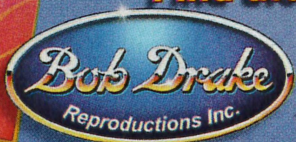
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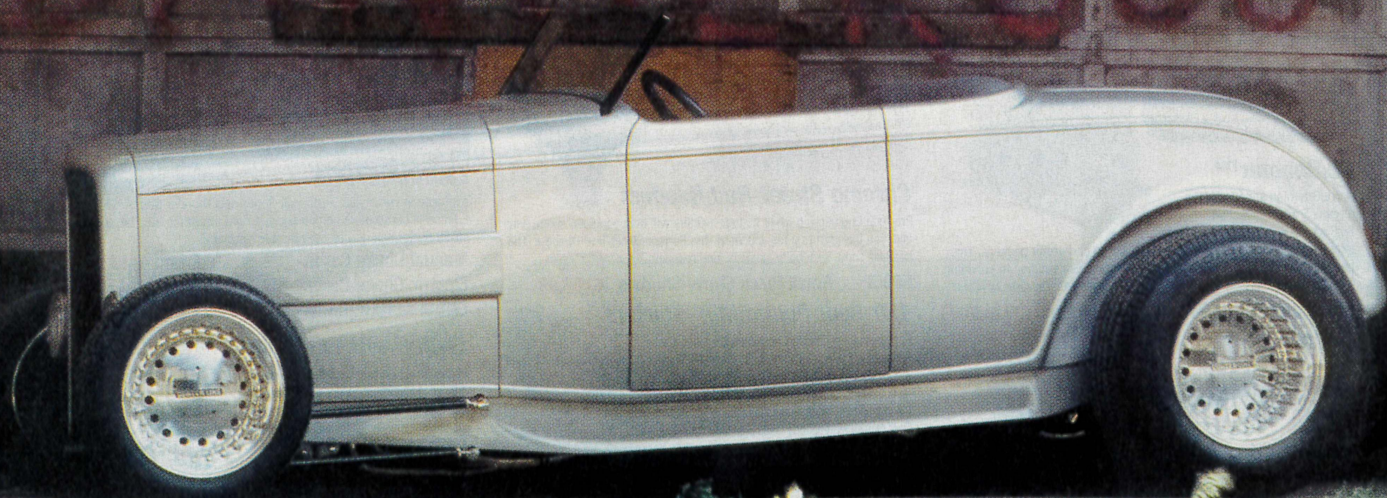
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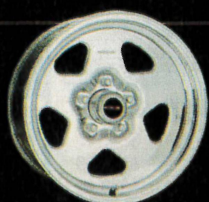
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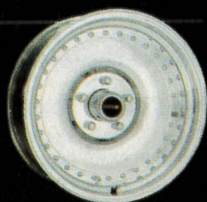
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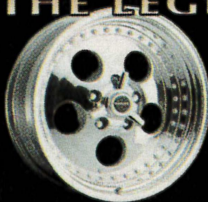
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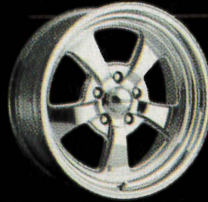
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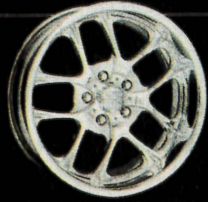
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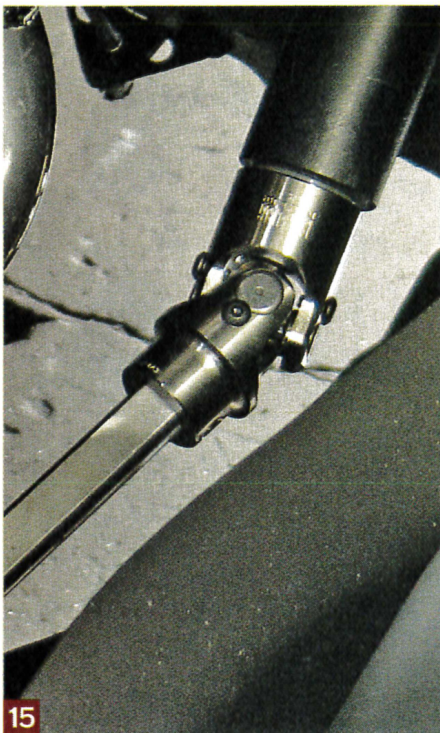
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15



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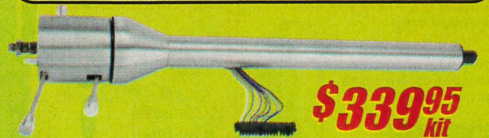
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'64-'72 Chevelle/Lemans/Cutlass/Skylark A-Body using your stock or our new replacement stock height spindles. Includes 11" rotors with 5 on 4 1/2" bolt pattern, full size GM calipers, brake pads, bearings, seals, brackets and dust shields. Basic kit is brackets and hardware only. Calipers have 1/2"-20 inlets.

910-31958 Disc Brake kit for '64-'72 GM A-Body	kit	\$239 ⁹⁵
910-65390 Rotor only	ea	\$49 ⁹⁵
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916-32022 Plain	pr	\$39 ⁹⁵
916-32020 CHROME	pr	\$89 ⁹⁵
'49-'54 CHEVY		
916-32026 Plain	pr	\$39 ⁹⁵
916-32024 CHROME	pr	\$89 ⁹⁵

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Features boss for tapered tie rod end-can be drilled for 1/2" rod end.

720-4010 '37-'48 Ford	ea	\$19 ⁹⁵
720-4020 '49-'54 Chevy	ea	\$19 ⁹⁵

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The rounded head of the 3/4" cross bolt (included) blends smoothly into the clevis' overall shape. The shank features 3/4" RH fine threads. 3/8" slot.



**\$129⁹⁵
ea up**

910-02026 Plain	ea	\$129 ⁹⁵
910-02036 CHROME	ea	\$229 ⁹⁵
910-02037 STAINLESS	ea	\$299 ⁹⁵

PLAIN, CHROME, STAINLESS

FORD OR CHEVY SPINDLE, REPLACEMENT AXLE WITH PERCH BOLT HOLES

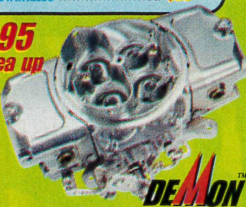
Use w/ '37-'48 Ford or '49-'54 Chevy spindles. 3" drop.

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910-35123 Ford STAINLESS	ea	\$579 ⁹⁵
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910-35122 Chevy STAINLESS	ea	\$579 ⁹⁵

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910-12020 750 CFM-Mech. Sec. No Choke	ea	\$439 ⁹⁵
910-12022 750 CFM-Vac. Sec./Elec. Choke	ea	\$399 ⁹⁵
910-12030 850 CFM-Mech. Sec. No Choke	ea	\$439 ⁹⁵
910-12032 850 CFM-Vac. Sec./Elec. Choke	ea	\$399 ⁹⁵



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Fit most 1940-53 Chevrolet trucks that use two staggered bolts on the rear for mounting. Specify LH or RH.

911-37013 Specify L or R	ea	\$31 ⁹⁵
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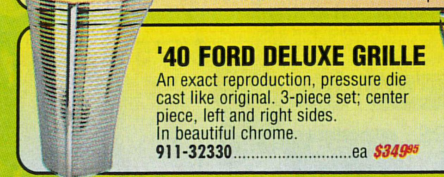
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911-32340	ea	\$279 ⁹⁵
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'40 FORD INSTRUMENT PANEL

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valves connectors
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Choose brackets carefully. We do not charge for them & you must modify if necessary. If you have coilsprings with the shock mounted separately, you need bags & brackets as shown above. The bag & brackets combined should equal the height of your loaded coilspring if you have Struts on front, the price is \$1898, and they are DIRECT FACTORY bolt-on - See picture below

BAGS #2500 or #2600 depending on your vehicle
BRACKETS (4) Vehicle specific trucks, Generic on cars & free*
STEEL FITTINGS All necessary fittings come with kit
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With bag at rest and bracket combined should equal compressed coilspring
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If Struts on front bags/brackets rear \$1898

Bag is 6" freestanding, brackets must total 4"

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Brackets are included in your kit. Choose from these options

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H upper & Lower PT CRUISER Rear Brackets	I upper & Lower Extra Cost this item H2 & GM 4x4 front Upper C-arms	J upper & lower Deep Drop Mini truck rear	K upper & Lower 1982-1996 F150 front	L upper & Lower 1997-2003 F150 front	M upper & Lower 1997-2003 Dakota front
N upper & Lower 1973-1987 C10 Front	O upper & Lower 1987-1997 Nissan Front	P upper & Lower 1998-2003 Nissan Frontier Front	Q upper & Lower 1988-94 Toyota Front	R upper & Lower 1986-1993 Mazda Front	S upper & Lower 1988-1993 Isuzu Front

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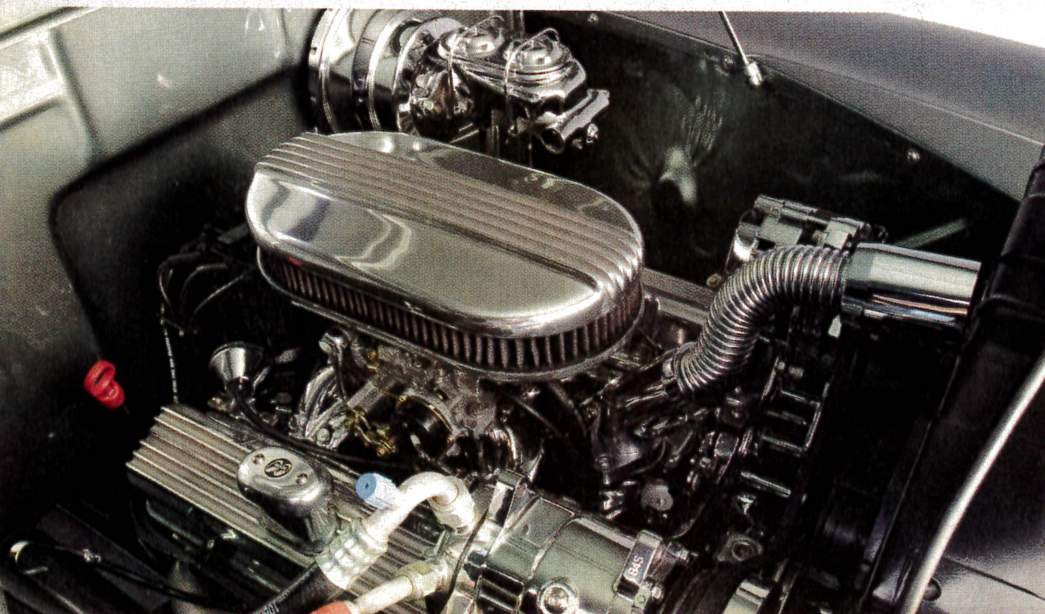
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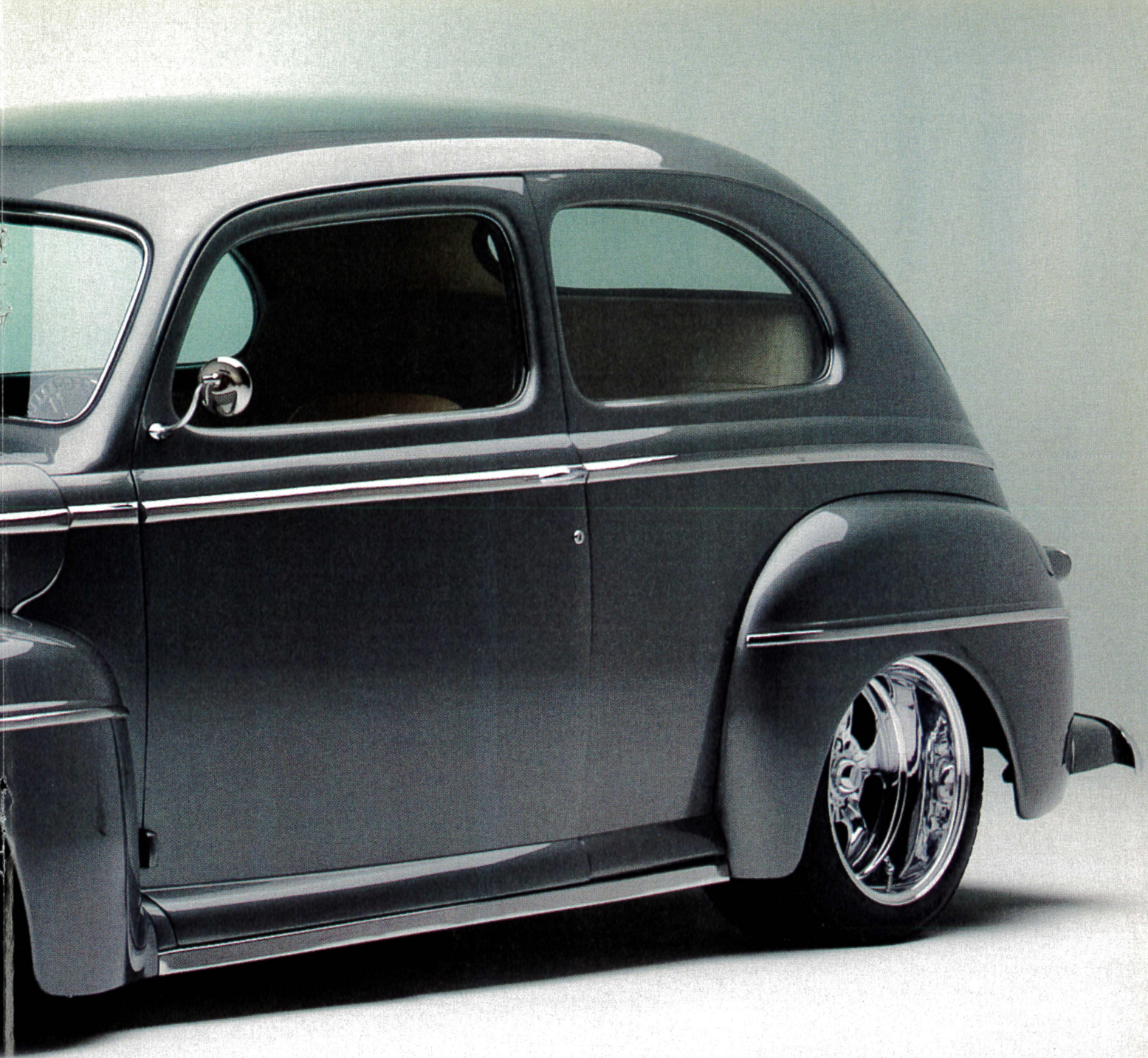
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TUDOR EXT



If at first you don't succeed, try, try again. This motto might not have originated referring to hot rods, but you can't build one without falling back on it at least one. When Jeff East bought this '47 Ford sedan back in the mid-'90s it was a typical '80s redo. It had a front clip, Ford 302, and 15-inch Boyd wheels. Jeff started by swapping on some dropped spindles with larger front rotors and some other minor tweaks. Then in 2003, he decided he wanted to go a little deeper and rebuild it the way he really wanted.

He learned about a shop opening up run by the son of a friend of a friend and took the sedan over for some work.

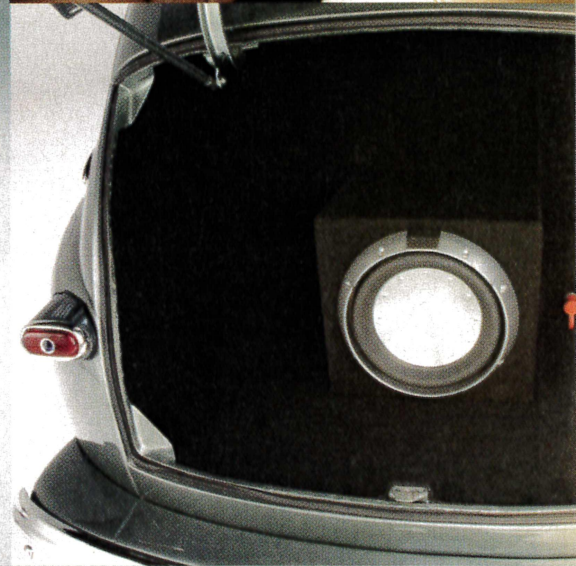
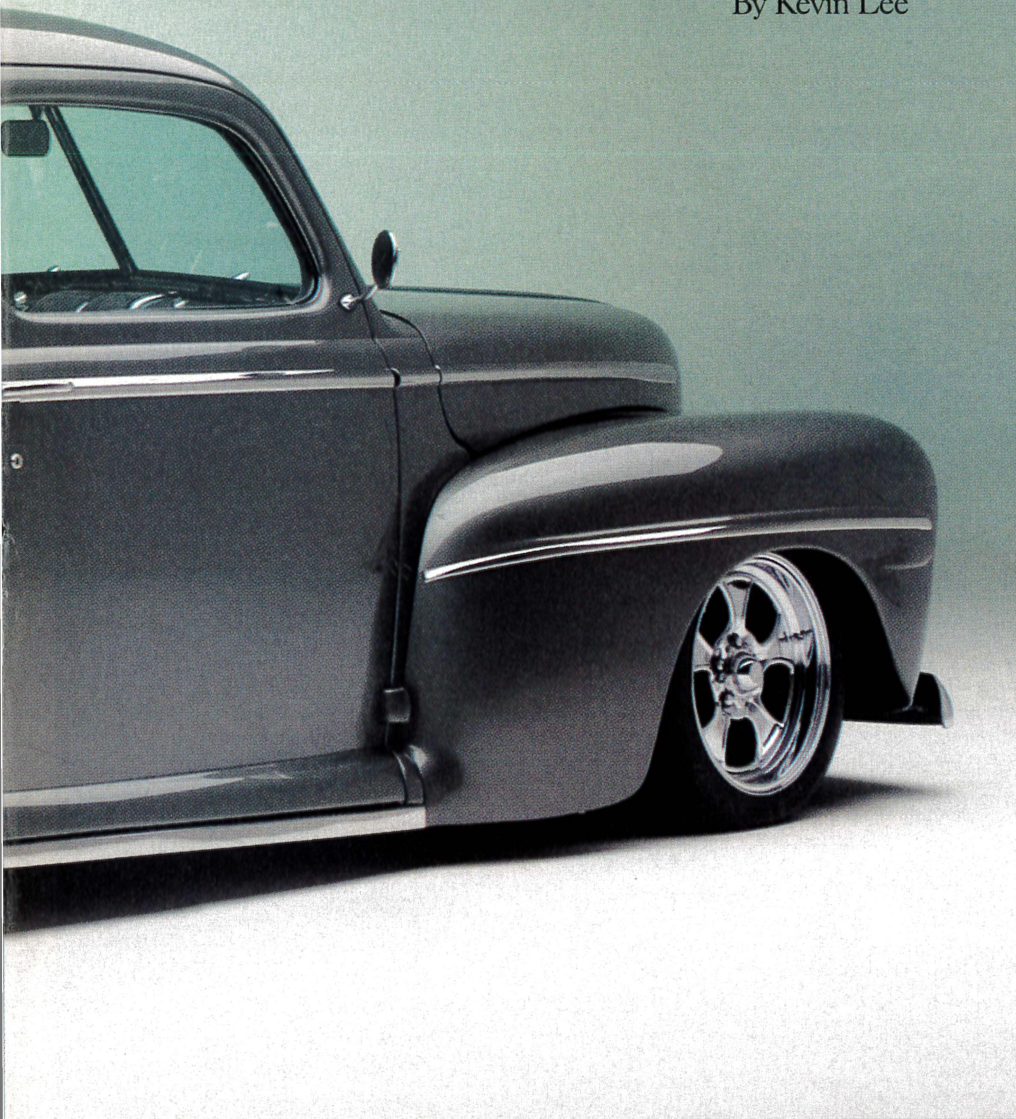
After seven months past with basically nothing being done, Jeff got impatient and started investigating other alternatives. On the advice of another friend, Jeff talked to Kevin Francis at KA Custom in Huntington Beach, California, and asked him about taking over the project. Kevin was packed at the time but he said would see if he could juggle a few things and fit in the sedan.

Once there was room, the '47 was dug out of the other shop and brought over to KA Custom where Kevin could examine the project and help come up with a plan. It was quickly determined that by the time Jeff paid to have the

TREME

Much More than Meets the Eye

By Kevin Lee



improvements made to the stock frame, he would be better off spending a little more and stepping up to a new custom-built MaxG chassis from Art Morrison, which would give him the handling and ride qualities he really wanted. With the foundation set, Kevin and his crew moved on to the powerplant and dressed up a new Chevy small-block backed with a 700-R4 trans.

Although the body looked decent, you never quite know what is underneath, and Kevin didn't want to take a chance with fresh paint. The sheetmetal was sent out to be walnut-shell blasted and came back sans driprails. Jeff wanted to

retain most of the factory trim, and completely smoothing the missing driprails wouldn't look right, so he had Bill Hernandez weld in some new steel and blend it into the roof to give it a smooth, almost factory look. While he was cleaning up a few things, he also decided to remove the vent windows and cowl vent. Bill, along with Elio Islas and Tony Villasenor, took the rest of the body and worked the metal back into shape. When it was ready, they sprayed the PPG Mystic Emerald paint.

When it came time for the interior, Jeff and Kevin took a little more liberty than they had with the basically stock

Tudor Extreme

exterior sheetmetal. The dash retained the stock trim but was upgraded with a Rod Tech insert with VDO gauges and an ididit tilt with a Billet Specialties wheel. Vintage Air A/C was added to keep the cabin temps down. The sedan was sent over to Eddy and Son in Bellflower to have the Glide buckets and custom rear seat and door panels covered in light cream vinyl. They also built the center console, installed the Wilton Wool carpet, and concealed a host of Infinity speakers and Kenwood amps.

Although at times it looked like Jeff might not end up with his sedan (he actually sold it during the buildup while going through a divorce, but ended up buying it back), he kept trying, and it's easy to see he got it right in the end. **R&C**

JEFF EAST DOWNEY, CALIFORNIA 1947 FORD TUDOR

DRIVELINE

Jeff ordered a ZZ4 short-block and then had the Engine Factory (Lebanon, New York) enhance it with a load of Edelbrock equipment (roller cam, aluminum heads, intake, and carb). Sanderson small-tube block-hugger headers and Flowmaster 30-Series mufflers complete the dual 2.5-inch exhaust system. Engine dress-up comes from Mooneyes valve covers and air cleaner, and accessory brackets from Bill's Hot Rod Company. A Lokar shifter controls a 700-R4 from Bowties Overdrives and helps Jeff put some comfortable miles on the sedan.

CHASSIS

After getting the estimate for fixing all the problems with the modified original chassis, Jeff figured he could spend a little more and get an Art Morrison MaxG Chassis with everything he wanted. The list includes Air Ride Technologies ShockWaves and 12-inch four-piston Wilwood discs at each corner, a triangulated four-bar with a Currie 9-inch, and a Morrison IFS.

WHEELS & TIRES

American Racing 16x7 and 17x11 Hopsters are wrapped with BFG g-Force TAs (195/50ZR16s

and 285/40ZR17s) and tuck up nicely in the stock fenders.

BODY & PAINT

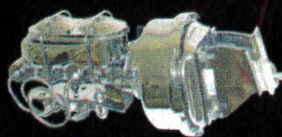
Jeff appreciated the look Ford designers built into the original body and chose to leave most of it as it rolled out of the factory, but that doesn't mean it couldn't use a little tweak here and there. The wind wings were removed, the rain gutters were shaved, and the cowl vent was filled. All the trim and chrome was retained to help set off the PPG Mystic Emerald paint.

INTERIORS

The interior has lots of modern touches without losing too much of the original feel. Glide Engineering SS2 Sport Buckets provide plenty of comfort and were covered in light cream vinyl along with the custom rear seat and door panels by Eddy and Son Upholstery (Bellflower, California). Eddy and Son also built the custom center console. The stock dash was dressed up with some new chrome pieces and a Rod Tech gauge insert filled with VDO gauges. A chrome ididit tilt column was topped with a Billet Specialties Chicayne steering wheel.

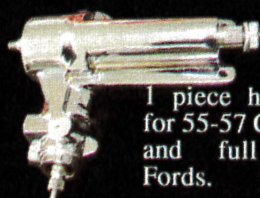


ABS Power Brake, Inc.



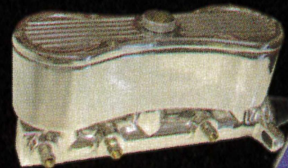
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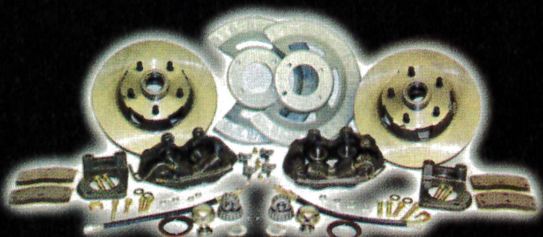
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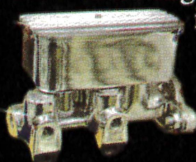
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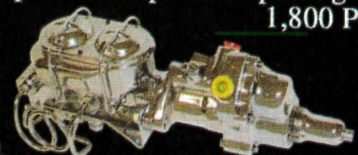
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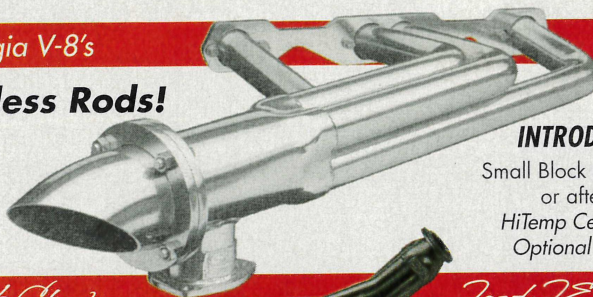
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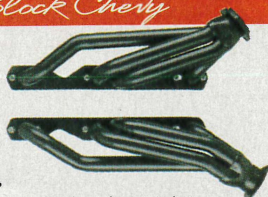
Small Block Chevy

CC10

'64-up Chevelles, El Caminos, and Malibus, and front clip swaps.

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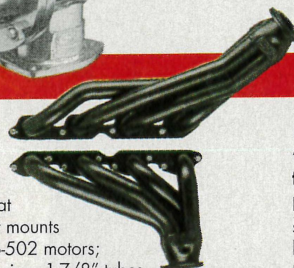


Big Block Chevy

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Complete assemblies for:

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•40 Chevy •40 Ford •46-48 Plymouth

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New Lens Design - Uses high impact plastic and increases visibility from the side of the car
39 Ford & 41 Chevy are surface mount
40 Chevy, 40 Ford & 46-48 Plymouth have new design bucket, bezel, and optics

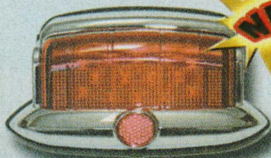


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BUILDING YOUR FIRST FAT FENDER

By Jim Aust and Kevin Lee

A Portly Product Guide

Nobody ever wants to be called fat, but a special place is reserved in the world of rodding for rotund rods, and nobody gets upset when you call their 1935-48 vehicles fat-fendered. The term comes from the bulbous styling of early vehicles that ended pretty much in 1949 when nearly all manufacturers switched to a decidedly “boxy” slab-sided design christened the shoebox by most enthusiasts.

While certain fat-fendered models, such as '36 and '40 Fords, have always been popular with rodders, today just about any make and model is fair play, and aftermarket suppliers have stepped up with pieces to make rodding all brands a possibility.

Fat fenders are gaining momentum because they can still be bought for a fairly reasonable price, and, once done, they're very comfortable to drive and have plenty of room for the family or fairground supplies. The prices are even

better once you move away from the Fords and Chevys and start looking into the off-brands.

The fact that these rods have fat fenders helps keep the build costs down. There's no need for the budget-minded at-home builder to spend extra money on flashy suspension and chassis components because they're all out of sight. The money saved here can be put into the wheels and tires, bodywork and trim, or the interior. Their extra weight also makes them ride better in most cases and can give the passengers an added sense of security thanks to the mass of metal around them.

We've gone though and listed a few brief tips you should look for if you're starting your first fat-fendered project, as well as a list of suppliers we've had great experiences working with on our own projects. So embrace the fat and wear it proudly! **R&C**



Once you've made the decision that your next project will be fat-fendered, one of the most important parts leading to the success of that project is the condition of the car and pieces with which you start. Buying the cleanest car you can find will certainly help, but it's not just shiny paint that makes a good car; it's the structural condition that will make or break a car. Plenty of projects, like this weathered '40 Ford, are still hiding around the country just waiting for someone with some time and talent to get them back on the road.

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■ Building Your First Fat Fender



Don't overlook the off-brands like this '36 Olds project because, although many of the kits offered today aren't designed specifically for them, most suppliers offer universal kits that can be adapted with a little skill to get beauties like this old girl back on the road.



One look at this '46 Ford Tudor and it's easy to see why these rods are so popular. Here you have a great-looking family cruiser with nothing more than a few inches taken out of the stance and some 15-inch solids and radial whitewalls.



With prices of restored or nice original complete cars at reasonable levels, it doesn't make much sense to start with a project this rough, no matter the price (what you can't see is the rear pan that has been crunched 1 1/2 ft closer to the rear seat). This one was for sale for \$3,000, but we've seen several nice running examples for just twice that. Once you factor in bodywork costs and missing parts, you'd be better off spending a little more up front for a nicer car.



This '42 Chevy Fleetline would make a great starting point for a number of reasons, such as the fact that there are no missing pieces to track down and nothing is hidden under multiple layers of paint since this Bow Tie is still wearing its factory black paint. If you can work a wrench, you can bolt in an IFS kit, rear suspension, and small-block Chevy motor mounts from RB's Obsolete and have a great low-buck cruiser.



The firewall is one area guaranteed to clue you in on the history of a vehicle. One look here and you will know pretty quickly if the car has been cut up for larger engines. It's also an area that gives a hint as to how many paint jobs have been stacked up, as most people don't properly prep this area during a respray. As you can see, this '47 Ford is pretty virgin; the center crossmember and steering are both still original.



The body mounts are an important area to check for any rust or damage, as this is the main connection point of the body to the frame. If these areas have been bent due to prior collision damage, or repaired improperly, the car will never sit square, even on a new frame.



A common problem area for rust on fat fenders lower front corners and rear body arch where the fenders connect to the body. This area collects road debris and mud, holds moisture, and rusts right through over the years. This spot on the '47 Ford is pretty minor and could be seen only once the front fenders were removed.



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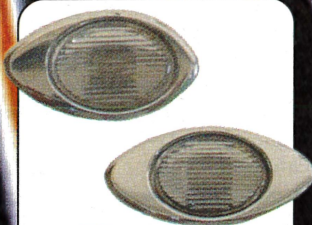


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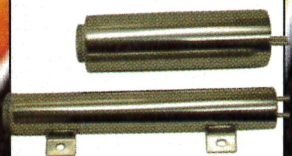
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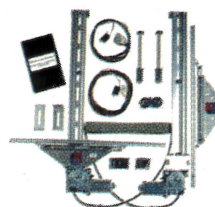
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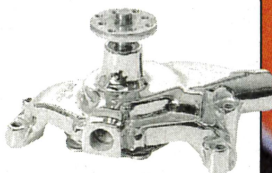
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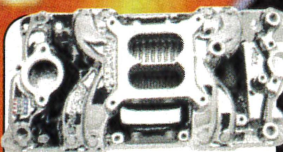


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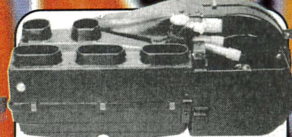
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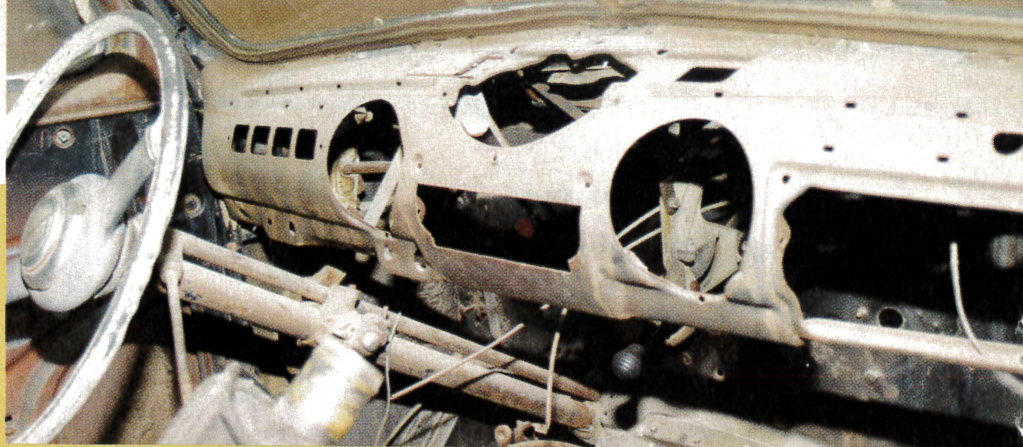
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■ Building Your First Fat Fender

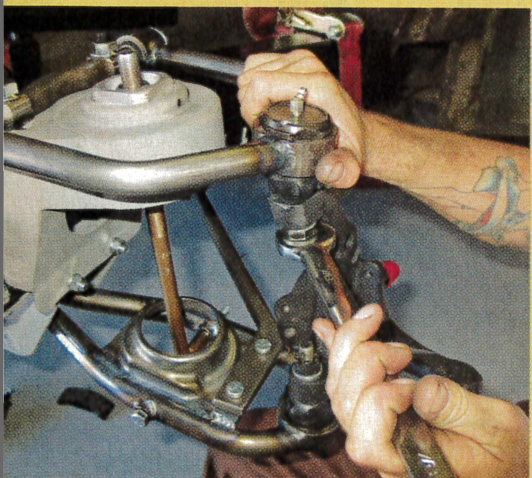


The rear pan is another area prone to both rust and common abuse from other cars "bumping" into the area. Through the years, amateur bodywork typically fills this area with copious amounts of plastic body filler. Reproductions of this problem-area panel are available for most popular makes and models from companies such as Bob Drake or Dennis Carpenter (for Fords) and Chevys of the 40's (for Chevys).

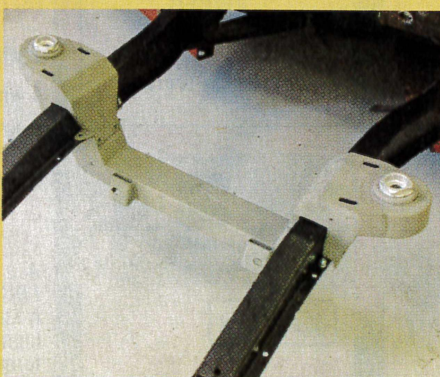


The dash is another area prone to overzealous hacksaw artistry. Luckily for most fat fenders, the dash is a bolt-in piece that can be easily replaced with a nicer original unit or a reproduction item. This one is in good shape, but it's hard to tell just what pieces might be missing when it has already been disassembled and the parts are in boxes.

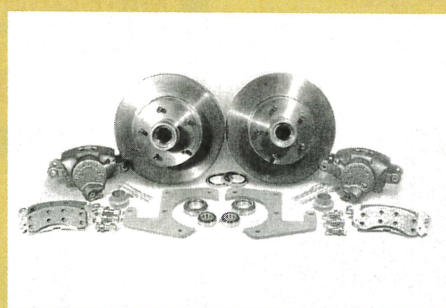
Don't be upset by a lot of extra junk inside a car, as it can turn out to be a major bonus if you wind up with a few extra trim pieces that you can sell to recoup some of your cash. The seller of this coupe not only had most of the original trim but quite a few N.O.S. pieces to go along with it. Always check under the carpets (if there are any) and underneath the car, as rusty floors are a common sight. This one isn't bad, but replacement panels are usually only a phone call away.



Control arms can come in a few different finishes and materials depending on the company from which you order, and range from stainless steel to chrome to bare metal. The great thing about this era of hot rods is that you can order plain pieces if you want to save some money and no one will see them.



One of the advantages of building a fat-fendered rod is that you can make choices when it comes to suspension that you might not feel comfortable with if you were trying to build a traditional highboy. The beauty of having fat fenders is that they completely hide the suspension so you can run a straight-axle if you wish or opt for a more up-to-date IFS, such as this bolt-on kit from Chassis Engineering available for '35-48 Fords and '37-48 Chevys.



Just as the name implies, fat fenders are heavy and are going to take a little more brake than a standard highboy. Thanks to kits like this one from ECI, you don't have to swap your entire suspension to get some better braking. This kit will install on the stock '37-48 spindles and is priced less than \$400 so it won't break the bank.

Jim Weimer

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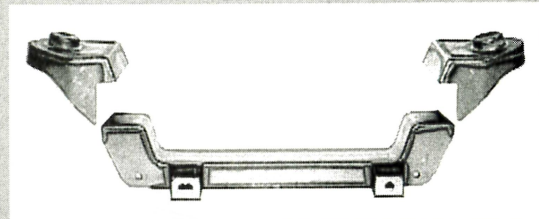
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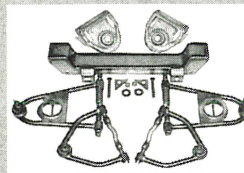
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Kits for Car Applications

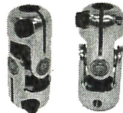
1928-48 Ford
1929-54 Chevy
1933-38 Mopar

Kits for Truck Applications

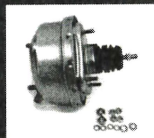
1928-60 Ford
1935-59 Chevy
1939-47 Mopar

Other kits available. Call with your needs.
All Kits: \$299
Add \$50.00 for welds finished sanded

Steering U-joints
Polished Stainless \$62.95



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Single and dual
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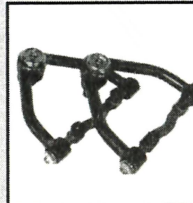
Brake pedal kits
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G.M. or Ford "Big Brake Kit" 11" Rotor \$239/kit
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Mustang II Calipers w/pads & hrdwre \$99.95/pr.
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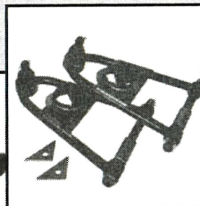


Rear disk brake kit \$479.95

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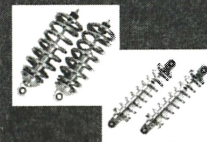


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Front & Rear
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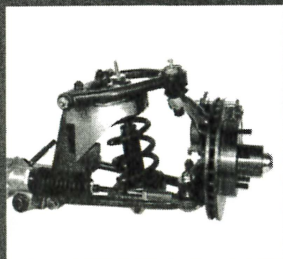
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Mustang 2 Hub-Hub Kits

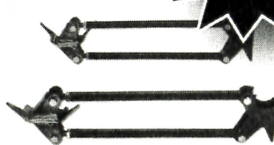
Kits Include:

Crossmember kit
Power or manual rack
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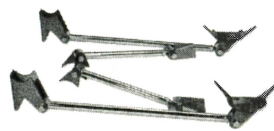
Tubular A-arm kit \$1,520



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Power Rack \$169
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Rack bolt set \$17.50/set
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Fits Small Block, Big Block Chevy,
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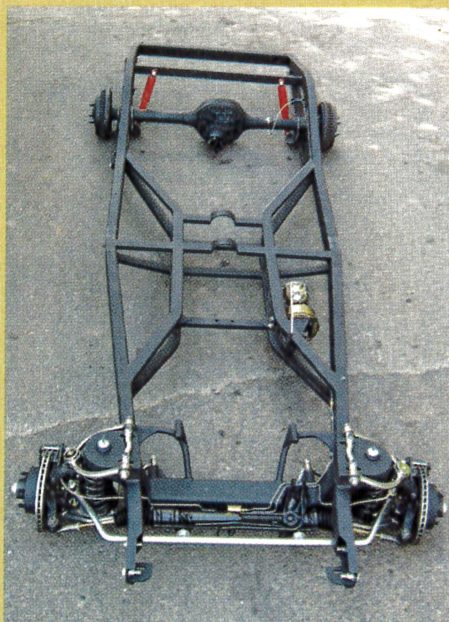
■ Building Your First Fat Fender



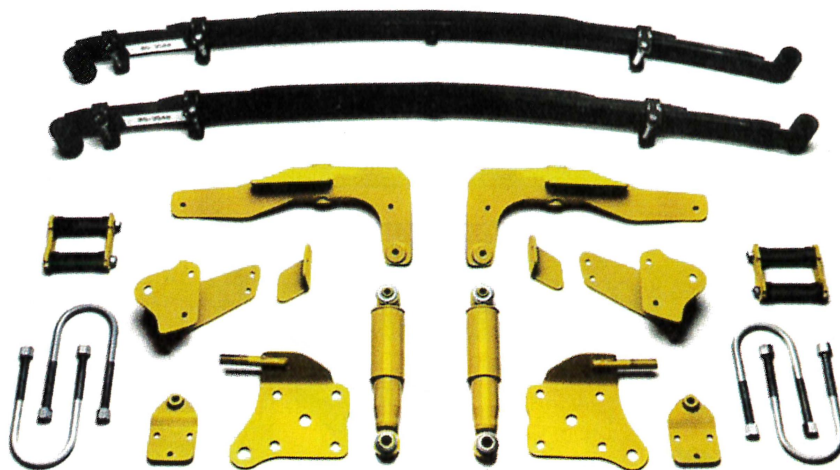
Engine swaps are natural in most fat-fendered cars because the engine bay will hold a small-block, and in many cases a big-block. Swapping is easy thanks to bolt-on engine-mounting kits like this one designed to mount a small-block Ford in a '35-40 Ford with a straight-axle.



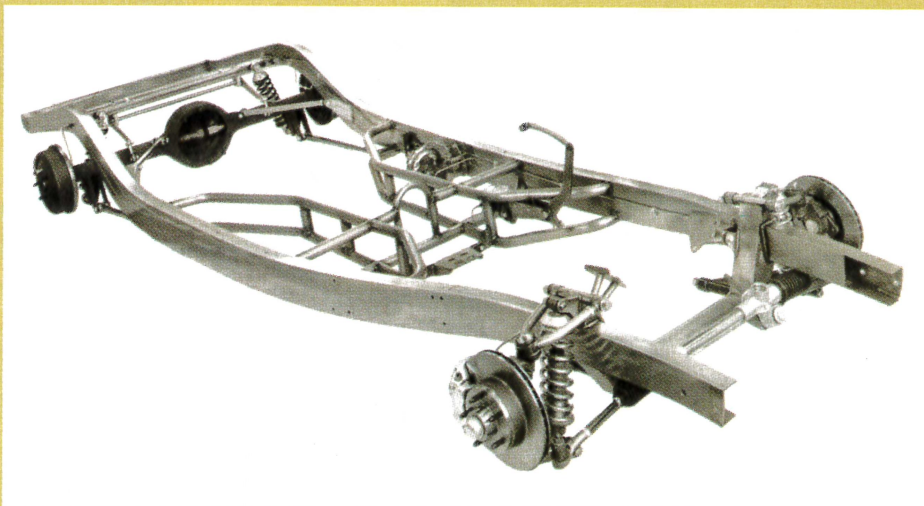
Retrofitting a new transmission and power brake assembly is relatively easy thanks to various bolt-in crossmember kits, such as this one designed for '37-39 Chevy passenger cars.



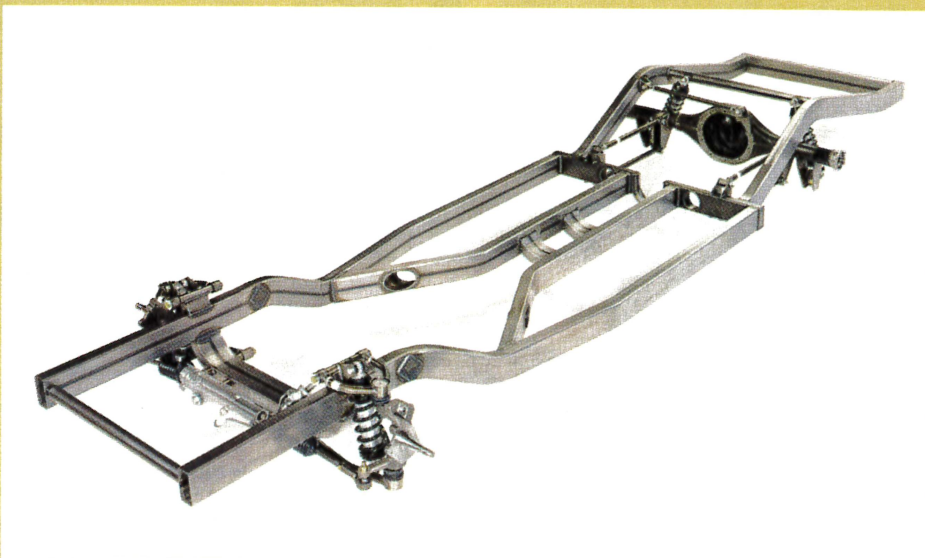
If your frame is a little tweaked or rusty, the quickest way to get your fat fender on the road might be to go with a complete new chassis designed to slip right under a '35-40 Ford from Fatman Fabrications (pictured here) or Total Cost Involved.



Chassis Engineering also offers complete kits for mounting '68-74 Nova or '67-69 Camaro rearends into a variety of chassis. The advantage to this swap for the at-home builder is that there's absolutely no modifications to the rearend and the only tools you'll need are a drill and some wrenches. Adding front and rear sway bars is also a good idea.



The Roadster Shop is another company that can help you get your Ford on the road a little faster and riding a lot better. Their complete chassis for the '41-48 Ford comes with an IFS, triangulated rear four-bar, and a stout center crossmember.



Art Morrison can design and build you a complete bumper-to-bumper custom-made chassis for one-off applications like the one under our cover car this month. The low roll center of the Morrison chassis will make your rod handle like a late-model sports car.

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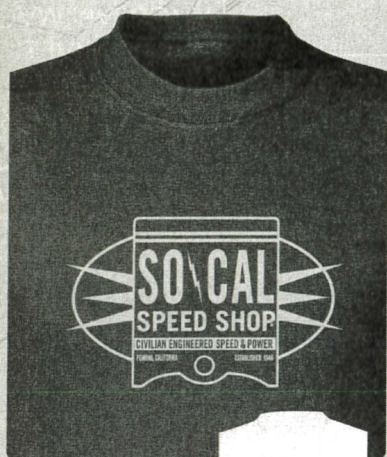
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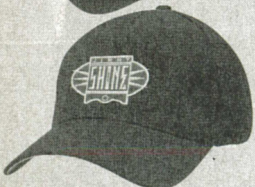
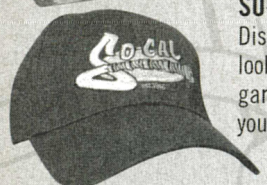
Vintage Style Thermal [S-2XL: \$29.95]

Kid's Size [S(4), M(5/6), L(7): \$14.95]



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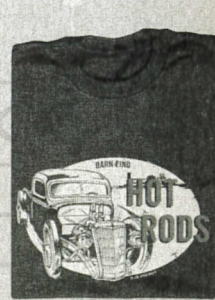
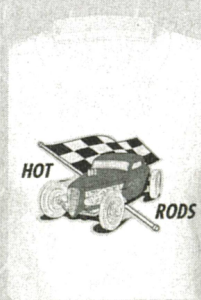
RAW POWER SHORT SLEEVES T

For the second year in a row SO-CAL Speed Shop has teamed up our own artist Alex M. with renowned hot rod artist and designer Thom Taylor to create some of the industry's toughest vintage inspired t-shirt graphics. [S-XL: \$18 • 2-3XL: \$20]

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(B) 34 Coupe Decal: Logo on front. White only.

(C) Barnfind Rods: Logo on front. Black only.



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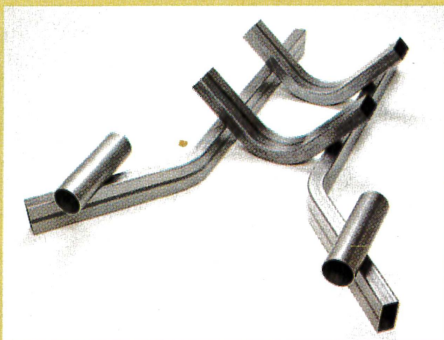
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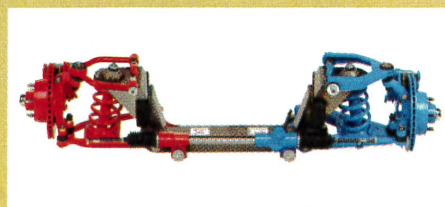
■ Building Your First Fat Fender



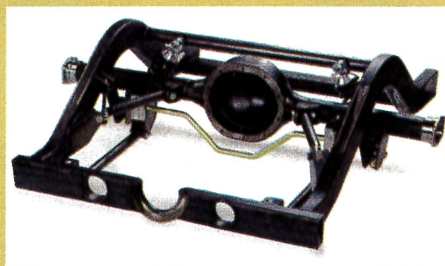
Most of the cars of this era were designed to twist some to compensate for roads that, in many cases, still weren't paved. Today, we don't have this problem, and with higher-horsepower engines, we need to add some strength into these frames. This center frame kit from Art Morrison will greatly strengthen an original chassis and can be adapted to many frames.



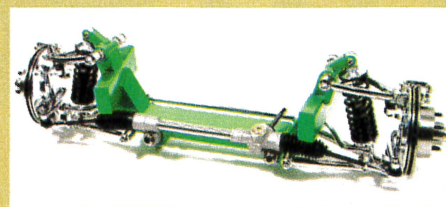
Investing in a new gas tank from Tanks Inc. is a good idea if your project has been sitting around for an extended length of time and you're planning on getting it back on the road. At the very least, you should remove your old tank and have it flushed out to remove any corrosion. The last one we had done cost around \$85 to clean, and with a new one costing less than \$200, you might be money ahead by just ordering a new one that will get you another 60 years of service.



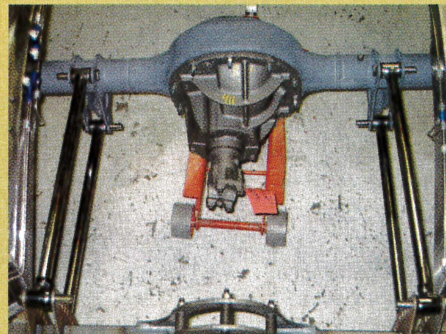
Heidt's Mustang II suspension kits come in different levels, which are illustrated by their deluxe kit on the left with tubular A-arms and their standard kit on the right with fabricated pieces. Kits designed for '34-48 Chevys and '35-48 Fords are available, as are universal kits for other applications.



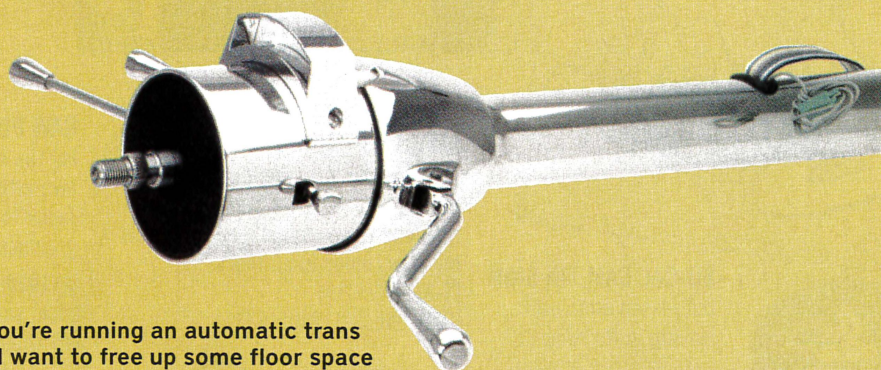
In case you want to get a little more ambitious than just bolting on some new parallel leaf springs, Art Morrison can supply you with an entire rear clip that can be used with coil springs or airbags (welding required).



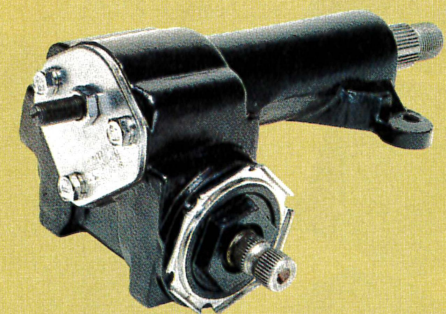
Total Cost Involved might not offer a frame for your Chevy, but they do have IFS kits designed for it, as well as universal kits for other makes with options for conventional coil springs or airbags if dropping the nose deep in the weeds is your style.



The always-reliable four-bar rear kit is an old standard that performs well and adapts to most fat-fendered chassis.



If you're running an automatic trans and want to free up some floor space or just want the convenience of a tilt steering column, Flaming River offers columns in various lengths that'll make taking those long trips just a little more comfortable.



The steering boxes in these cars leave a lot to be desired after 60-plus years of service. Flaming River has several new boxes that can be adapted to keep your new hot rod pointed in the right direction. They suggest using their completely new Mustang-style steering box (pictured here) in heavier cars like Lincolns and Packards and using the Vega-style box for cross-steer setups in not-so-nose-heavy "fatties."



Power brake assembly kits are available from Total Cost Involved to fit many of the Ford and Chevy applications and might be adaptable to other makes.

GOODGUYS

Rod & Custom Association

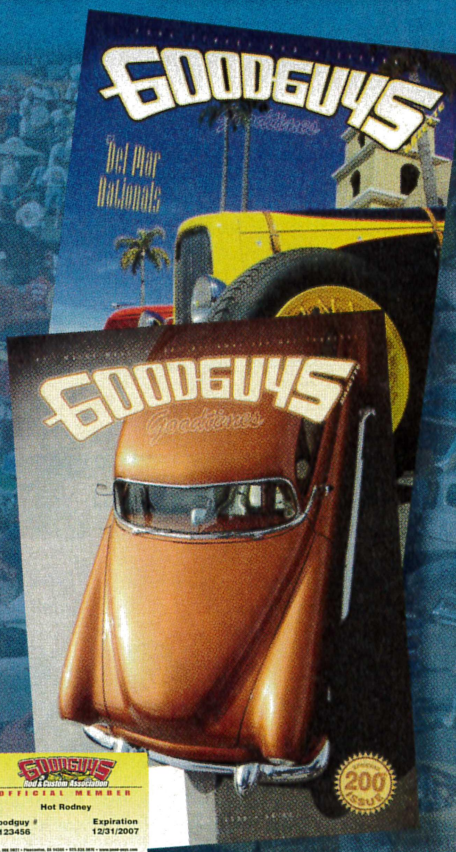
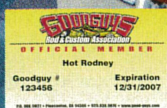


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Goodguys is dedicated to promoting and producing high quality automotive events that are fun for the entire family. Our events and magazine cater to a broad range of auto enthusiasts, whose automotive appetites include - rods, customs, street machines, muscle cars & trucks.



2007 Event Schedule

March 24 & 25 - Pleasanton, CA
25th ALL AMERICAN GET-TOGETHER
 Fairgrounds - Pleasanton

March 30 & 31, April 1 - Del Mar, CA
 ★ **7th DEL MAR NATIONALS**
 Del Mar Fairgrounds

April 20, 21 & 22 - Jacksonville, FL
 ★ **9th SPRING NATIONALS**
 Alltel Stadium Grounds

May 18, 19 & 20 - Hershey, PA
 ★ **3rd DUPONT**
GREAT AMERICAN NATIONALS
 GIANT Center at HersheyPark

June 1, 2 & 3 - Loveland, CO
 ★ **10th COLORADO NATIONALS**
 The Ranch, Larimer Co. Fairgrounds

June 2 & 3 - Pleasanton, CA
14th SUMMER GET-TOGETHER
 Fairgrounds - Pleasanton

June 8, 9 & 10 - Indianapolis, IN
 ★ **19th HOT ROD NATIONALS**
 O'Reilly Raceway Park at Indianapolis

June 29 & 30, July 1 - Nashville, TN
 ★ **2nd NASHVILLE NATIONALS**
 The Coliseum, Tennessee Titan Stadium

July 6, 7 & 8 - Des Moines, IA
 ★ **16th HEARTLAND NATIONALS**
 Iowa State Fairgrounds

July 13, 14 & 15 - Columbus, OH
 ★ **10th GOODGUYS PPG NATIONALS**
 Ohio Expo Center

July 27, 28 & 29 - Puyallup, WA
 ★ **20th PACIFIC NORTHWEST NATIONALS**
 Puyallup Fair & Events Center

August 17, 18 & 19 - Spokane, WA
 ★ **6th GREAT NORTHWEST NATIONALS**
 Spokane Fair & Expo Center

August 17, 18 & 19 - Madison, WI
 ★ **18th GREAT LAKES NATIONALS**
 Willow Island at the Alliant Energy Center

August 24, 25 & 26 - Pleasanton, CA
 ★ **21st TEXACO/HAVOLINE**
WEST COAST NATIONALS
 Fairgrounds - Pleasanton

August 31, September 1 & 2 - Kansas City, KS
 ★ **6th MID-WESTERN NATIONALS**
 Kansas Motor Speedway

September 14, 15 & 16 - Rhinebeck, NY
 ★ **16th EAST COAST NATIONALS**
 Dutchess County Fairgrounds

September 21, 22 & 23 - Joliet, IL
 ★ **1st PEAK CHICAGOLAND NATIONALS**
 Chicagoland Speedway

October 5, 6 & 7 - Ft. Worth, TX
 ★ **15th LONE STAR NATIONALS**
 Texas Motor Speedway

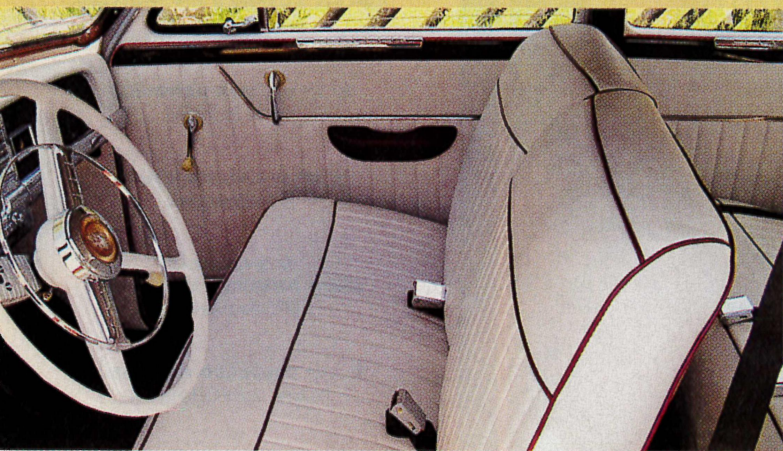
October 26, 27 & 28 - Charlotte, NC
 ★ **14th SOUTHEASTERN NATIONALS**
 Lowe's Motor Speedway

November 10 & 11 - Pleasanton, CA
18th AUTUMN GET-TOGETHER
 Fairgrounds - Pleasanton

November 16, 17 & 18 - Scottsdale, AZ
 ★ **10th SOUTHWEST NATIONALS**
 WestWorld of Scottsdale

★ = National Events As of 10/10/06. All dates subject to change.

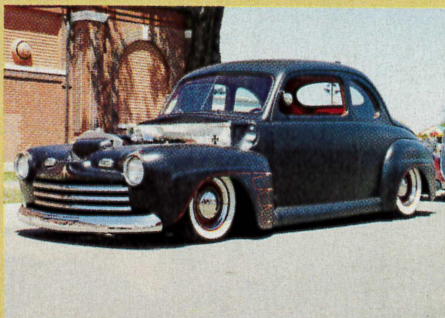
■ Building Your First Fat Fender



The focus of this story is getting your fat-fendered ride on the road as quickly and comfortably as possible, and EZ Boys Interiors is a company that has those same goals in mind. They can make new upholstery to fit virtually any stock seat (along with matching door panels), even if it is not original to your car or if your front and rear seats are mismatched. Just tell them the year, make, and model of the car that your seat(s) came from and they'll make upholstery specifically for those seats. The EZ Boys seat covers are easy to install and are offered at a price that won't burn a hole in your wallet.



One look at this pair of Chevys can explain better than words why we're seeing more non-Fords all the time. The fact that the aftermarket is supporting these models more makes it much easier to build and enjoy one.



It doesn't take a whole lot more than a set of wheels and the right stance to make a fat Ford look good, whether it has shiny paint like this '40 standard or suede like the '46 coupe.



Most aftermarket parts are still geared toward Fords and Chevys, but thanks to dedicated rodders, off-brand cars like the '39 DeSoto or '37 Dodge shown here are starting to show up more and more.

Art Morrison Enterprises

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www.artmorrison.com

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from **\$369.⁹⁵**

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• Bolt-In, Adjustable Ride Height

Fatman from \$589.95
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Chrome **CARRERA**

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Works with O.E.M. or Tubular Control Arms

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Compare- THE MOST COMPLETE KIT AVAILABLE!

Complete Hub to Hub from **\$1350.⁰⁰**

Hub to Hub Kits include:
11 inch brakes and Gas Shocks.

Shown with: Tubular Arms- Add \$200.00
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Spindles

New Original Style \$249.95 pr.
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New Rotors

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Tubular plain \$79.95 ea.
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Cross Shaft \$369.95 pr.
Upper Control Arm Bolt Kit \$29.95 ea.
Upper Control Arm Bolt Kit \$19.95

TOTAL COST INVOLVED

Lower Control Arms

New O.E.M Style
•Tubular Plain \$69.95 ea.
•Tubular powder coated \$299.95 pr.
•Tubular Stainless \$389.95 pr.
•Tubular Stainless \$399.95 pr.
Lower Arm Bolt Kit \$5.00

•No Strut Rods Needed •Stock Springs or Coil-Overs
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Test Fit

Overlooked No More • By Alex Test and Kevin Lee • Photography by Kevin Lee

I like hot rods, but I love customs. I have a '37 Ford coupe and a '49 Mercury that have been long-term projects, but I had just sold my mild custom '70 Tbird and was looking for another project. I had never really thought much of the '64 Galaxies until I helped my son, Brian, try to find one and found myself realizing what a sharp-looking car it is.

It wasn't long until I found this '64 sitting in the car corral at the NSRA Nats North in Kalamazoo. The body was in great condition, but the interior needed some help. The seller claimed the engine and trans had been rebuilt—which turned out not to be the case—but it was no big loss, as I was buying a solid body for \$2,000.

My original plan was to recondition and repaint it and turn it for a profit. Owning my own collision/restoration shop, Van-Tele Auto, makes it a little easier, but the more I looked

at the lines, the more I liked it. So I decided to make it a mild custom and make some changes without losing the Galaxie's identity.

Local legends Mike and Larry Alexander did a Galaxie for the Ford Custom Caravan back in 1964, but other than that, I hadn't seen many others customized. My first thought was a contemporary custom with 18- and 20-inch wheels. I tried several different late-model headlight treatments, but nothing was clicking, but I soon realized I really wanted a '60s custom.

A car buddy of mine, Darren Clor, sketched a front end with frenched lights and a simple tube grille, and that became my inspiration. I extended and molded '52-54 Ford headlight rings to the fenders and extended the leading edge of the hood. The grille was a \$20 swap meet find



originally intended for a late-'70s pickup that I trimmed and bent to fit. In the rear I filled the fuel filler and relocated it in the trunk and extended the rear quarters. The taillights bezels are another set of molded '52-54 Ford headlight rings providing a housing for the '03 T-bird taillights.

All the emblems and handles were shaved and then the really hard part came. We removed the side trim and extended the side character line back into the quarter-panel. That was a big job, approximately 100 hours, and most people don't even notice it.

I had another buddy, Kevin Kovach, sketch up a tuck 'n' roll interior, which we had done in a white vinyl over '70 T-bird seats. The dash was painted and then 'striped by Dr. Ru. I told him I wanted lots of 'stripes and he didn't disappoint. I have really enjoyed this car and drive it almost every day. **R&C**

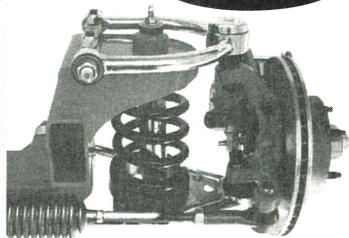




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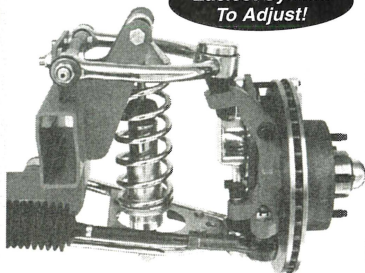
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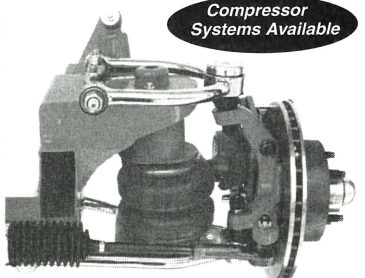
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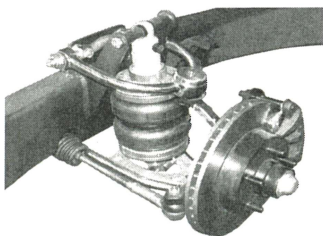
The ultimate Mustang II IFS just got better! Polished stainless A-arms, pro style shock towers and genuine PRO coilovers. **There's NO other comparable deal at just \$2195 hub-to-hub!**

Compressor Systems Available



Stage IV

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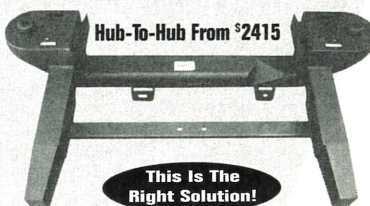
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This Is The Right Solution!

Some cars have frames which don't allow for a simple Mustang II installation, yet are too narrow for a GM subframe. These all new "clips" provide a nice 3 to 5 inch drop and include prefabricated mounts for bumpers and sheet metal. Don't hassle with old, heavy IFS suspension - This is the right solution! Basic kit as shown **\$995**

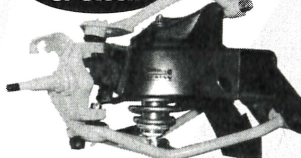
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Give your GM subframed car or truck that nice "tucked in" look with our unique tubular A-arms. Available in narrowed or stock widths for '67-'81 Camaro, '64-'77 Chevelle, and '68-'79 Nova subframes. Set of four with ball joints and bushings just **\$899.**

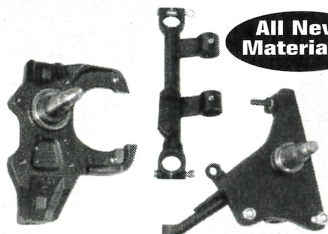
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'65-'73 Mustang

If you're building a late forties to fifties car with factory IFS, and you want to get it down where it belongs, Fat Man dropped spindles are your answer. They are all new material - no core required. Relatively simple to install and they retain proper geometry, alignment and full suspension travel. Many disc brake kits also available. **Call for info.**

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\$3 Fat Man Catalog

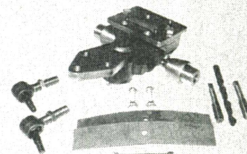
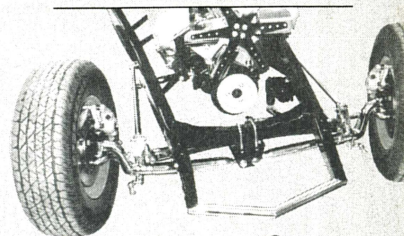
Affordable IFS

This is the kit to use where a Mustang II can't be properly installed. Uses many factory parts to provide an affordable IFS for such cars as '28-'34 Fords, '28-'33 GMs, '28-'32 Mopar, and many others. Starting at just **\$1495.**

Vintage IFS Kit

Now, traditionalists can get the smooth ride and precise handling of independent suspension without sacrificing the classic look! Our Vintage IFS kit allows you to convert your existing tube axle in one weekend. No welding on your chassis - all parts to be modified simply unbolt and bolt right back in.

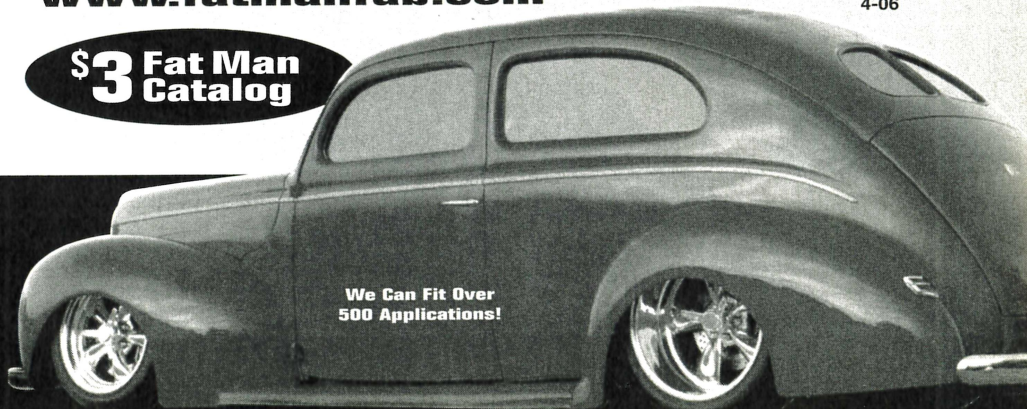
Complete Kit Just \$649



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1964 FORD GALAXIE

CHASSIS

Alex chose to leave most of the Galaxie's underpinnings with the exception of adding some '75 Ford Torino disc brakes and spindles and trimming the coils a little bit. Rebuilt components from Kanter's Auto Products and Dennis Carpenter brought the suspension back into shape.

DRIVETRAIN

Alex continued the leave-well-enough-alone theme for the engine and trans and swapped in a stock rebuilt 390 with an Edelbrock carb and PerTronix ignition along a Cruise-O-Matic auto trans.

WHEELS & TIRES

It's hard to beat a set of 15-inch Supremes wrapped in 1 1/2-inch whitewalls (P205/75R15s) if you want a '60s custom look.

BODY & PAINT

You can't own a body and paint shop and ignore the exterior, so this is where Alex spent most of his time. The few subtle tweaks, like shaving emblems and trim, are easy to spot, but the extended hood, quarters, and side body spear take a little more time. Once the body was straight and smoothed, it was covered in House of Kolor Lime Time Green.

INTERIOR

Just like the '60s customs of the day, the interior and exterior got most of the mods. Alex replaced the worn original seats with '70 T-bird buckets and wraparound rear bench covered in white vinyl. The dash was painted white and accented with some exterior Lime Time Green and some pinstriping by Dr. Ru.

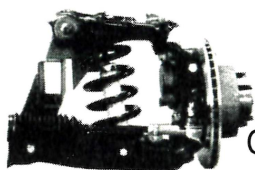
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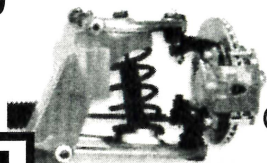
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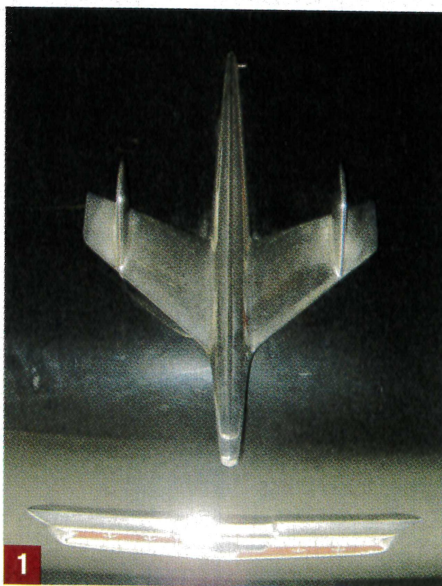
By Bill Ganahl

The hood of a '55 Chevy somewhat resembles a huge tarmac, so it's not surprising that the design team at GM bolted a gigantic chrome plane to it. Fifty years later, it seems almost sacrilegious to alter a stock-bodied Tri-Five Chevy, but the hood ornament has to go if you want to build a hot rod or custom '55 (the latter of which there are far too few examples).

There are two ways to finish the peak on a hood: You can shrink the existing ornament mount to match the rest of the peak, or you can cut out the existing nose, fabricate a new one, and weld it in. We're going with the latter method, which, although rather difficult, is easier for the less skilled metalworker.

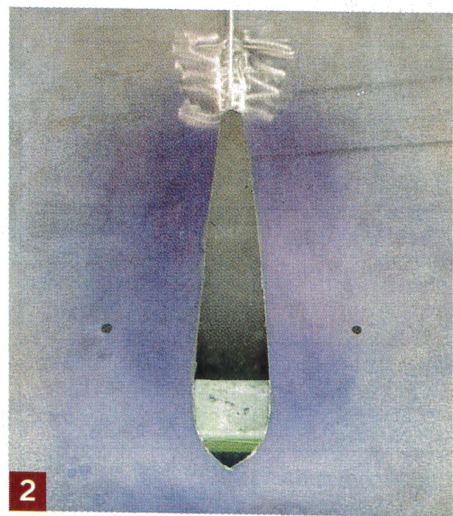
The major drawback to welding in a new piece is the warping caused by the shrinking effects of welding. The sheetmetal in these hoods is rather thin and flimsy, so it moves quite a bit when it shrinks. With a lot of patience (or a lot of Bondo, whichever you prefer), any amount of shrinking can be remedied, and I think making a new peak is more accurate than shrinking the existing metal, although that is up to the builder's discretion.

When choosing metal to complete any project, always use the same gauge (thickness) as the metal to which you are welding. Different thicknesses of metal have different tensile and elastic strengths, so they'll be much more difficult to hammer straight once they're welded together. Early Fords and Chevys used 20-gauge, so that is what was used for this project.

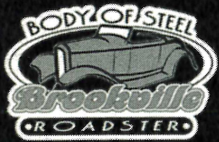


Here's GM's original design. When you remove this thing, not only does the car look good, but the hood springs also seem to work better.

Not all of the tools used here are necessary to complete this project, but you will definitely need a welding machine (MIG or oxyacetylene will work just as well as the TIG used here), at least a few body hammers and dollies, a grinder, and a cutting tool (cutoff wheel, bandsaw, or shear). Having a shrinker/stretcher makes the job easier, but is by no means necessary. **R&L**



We started by marking and cutting the original raised portion hood ornament perch out of the hood. The blue paint is layout die, which is marked with a scribe. There was no need to be careful here; the hole will be cut wider later to accommodate the new peaked panel.



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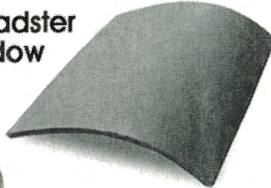
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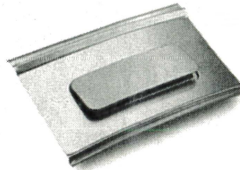
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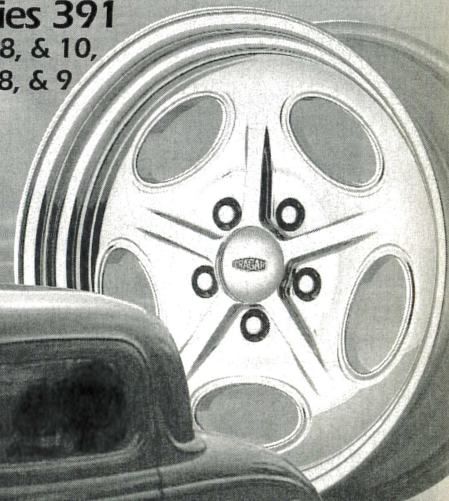
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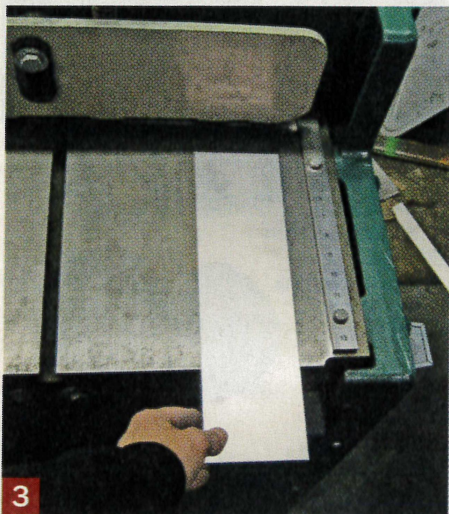
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■ Peaking Your Nose



3 We cut a piece of sheetmetal large enough that it will overlap the cutout by at least an inch on each side. Always make sure the new metal is of the same gauge as the original sheetmetal.



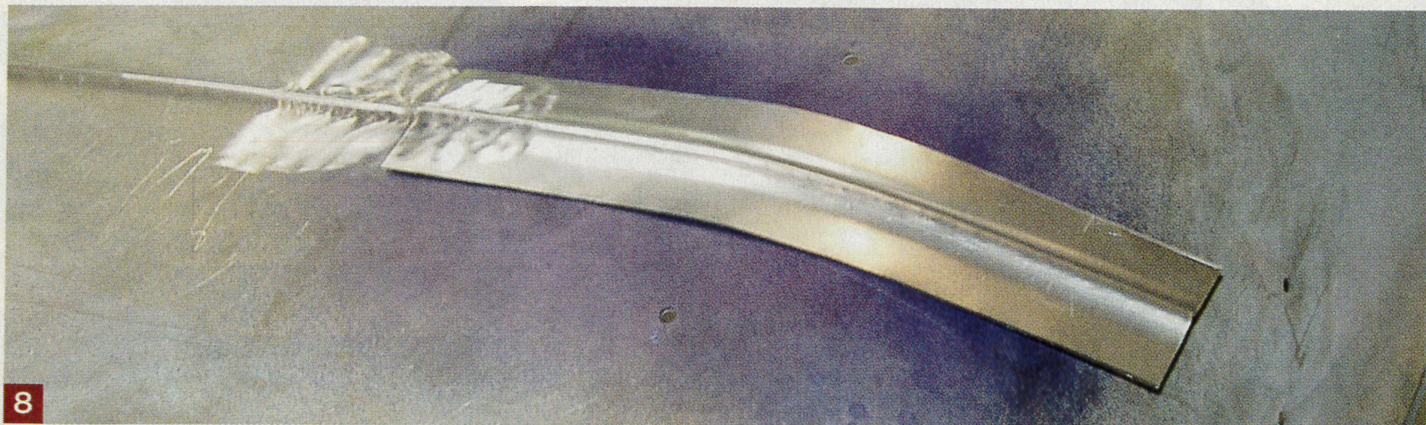
4 The new piece was bent down the center at about a 90-degree angle to form the new peak. If you don't have access to a sheetmetal brake, there are a variety of ways to clamp the metal and hammer a 90-degree bend into it.



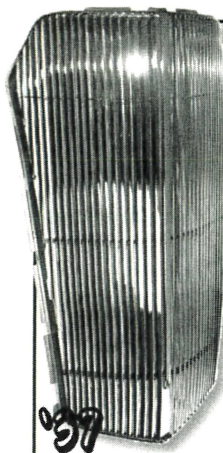
5 A buck helps to recreate the exact radii of the original hood peak. This one was made from a 4x6 block of wood. We cut a V into the middle of the block and then ground a radius into each side with a sander (a file will work as well). The radius was checked several times, as we were working it by placing the block over the original peak on the hood.



7 The new piece was hammered over the buck until the radii were smooth and uniform. The initial bend for the front of the hood was started simply by bending the piece by hand and exaggerating it by stretching it with the hammer.

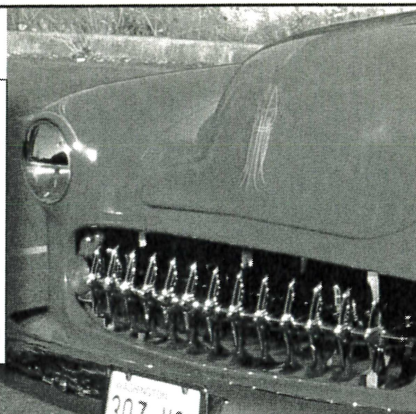
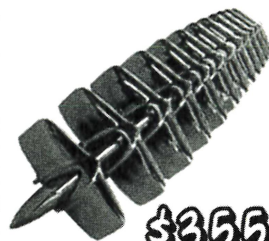


8 We checked the piece against the hood several times to make sure the new peak matched the original peak where they meet, and to simulate the bend in the nose of the hood as closely as possible. Here you can see the edges are slightly wrinkled, which will be remedied with the shrinker/stretcher.



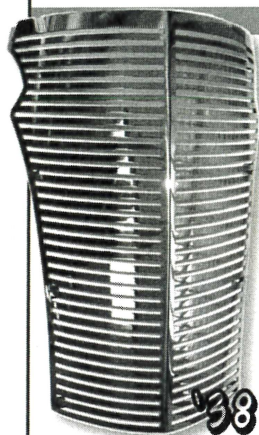
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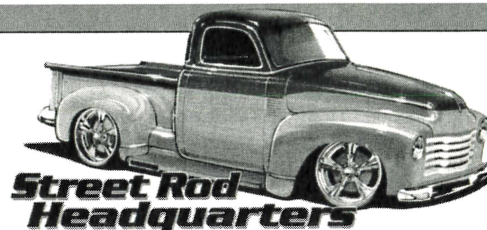
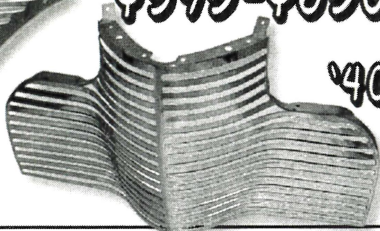
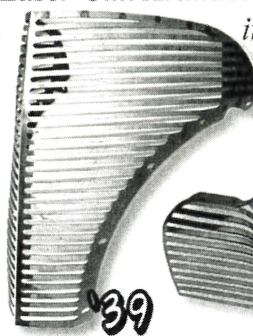
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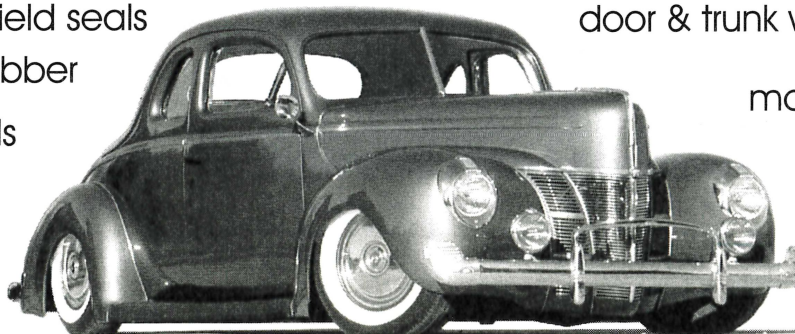
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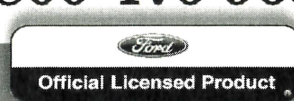
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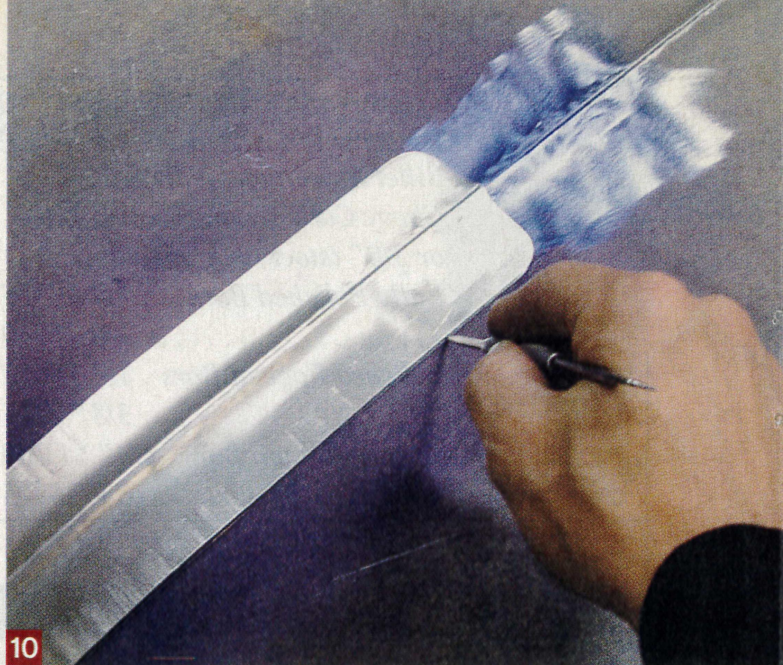
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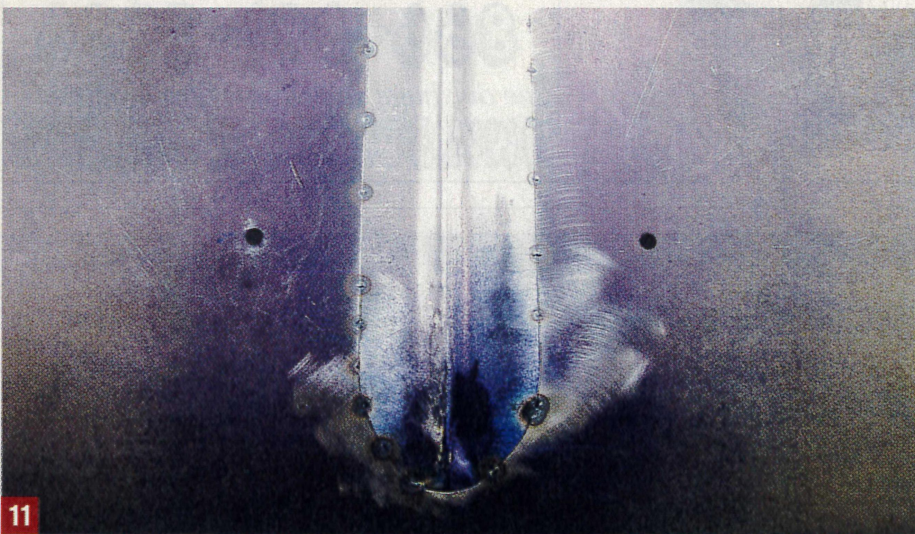


■ Peaking Your Nose

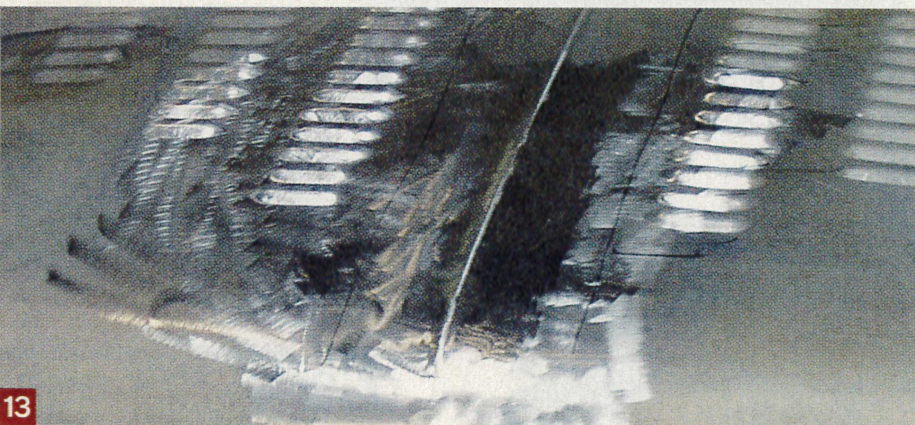
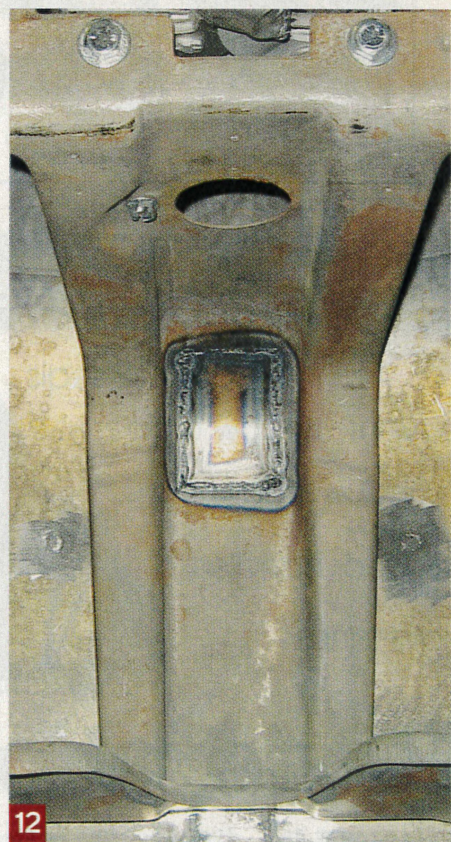


It is helpful to shrink the flanges of the new panel in order to match the new piece to the slope down the nose of the hood. It is possible to skip this step, but fine-tuning the radii of the piece is easy with the shrinking tool. Spend a lot of time here; this is where patience pays off.

Once the new peak fit the contours of the hood, we used it as a template to scribe the cut lines into the hood. Always round corners when possible—even rounder than this is better.



The new peak was then tack welded into the hood. The front of the peak was hammered into a point and will be further hammered when it is welded. Where the peak ends is up to you. This one ends slightly farther down the nose of the hood than the ornament mount originally ended.



We finished by welding up the panel, grinding the welds, and hammering the seams straight and then completed the custom look by punching three rows of louvers in each side of the hood.

If you're obsessive compulsive, you'll want to clean up the inner brace like we did by cutting (and filling) where the hood ornament bolted through the hood.

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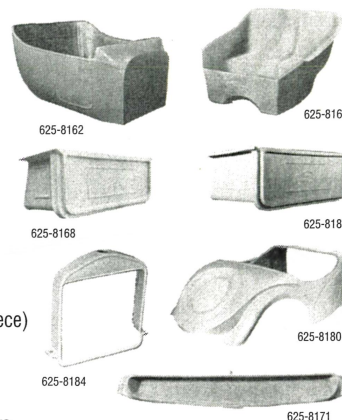
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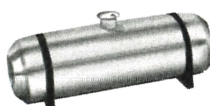
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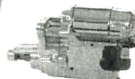
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RAPPIN'

By Kevin Lee
kevin.lee@primedia.com



NICE CANS

I thought you might be interested in seeing a little bit of what goes on Down Under in New Zealand. It should be immediately obvious that two great American icons have been molded together to create this cute hot rod (above). There are about 18 Coke cans recycled here, and initially I was going to call it *Recycler*. However, it could not be called anything other than *The Real Thing!* Check out the detail; it goes right down to valves for the tires. Best wishes, and keep up the good work with the neat magazine.

D.L. (Sandy) Sanderson
Via E-mail

Now I feel bad for just smashing all of my cans. Nice work.

GOOD PEOPLE & GOOD TIMES

I just wanted to send a message thanking *R&C* for a great time once again on Americruise. The East Coast tour traveled mostly two-lane roads through the mid-South, Midwest, and the Heartland. A special thanks from all our cruisers to Bret Voelkel, Peg Vernon and the rest of the people from Air Ride Technologies for organizing and leading our tour.

The event in Lincoln was a lot more fun than the previous events. Could this be the demise of the Parking Lot Nationals and the Blue Chair Nationals? The driving events were a blast to watch and even more fun for those who participated. I heard any number of excuses for not participating in the driving events. Here's an idea for a driving game for those with excuses: how about the Slow Drags? Set up a

100ft course and the slowest car wins. The driver must keep the door open so judges can see that brake isn't used to slow the car. Believe it or not, this can be fun too.

As always, Speedy Bill and Joyce Smith were very gracious hosts at the Speedway Museum. The museum is reason enough to visit Lincoln. Let us know the details of the next Americruise.

Phil Prather
Roselle, IL

Believe it or not, we actually have the dates and location set for the 2007 event. We're heading back to Lincoln again and the event will be on June 29-July 1. The tours are not set yet, but we will most likely be leaving the weekend before (June 23-24).

NO NEW IDEAS

I heard a rumor about the December '06 Issue of *R&C* having a letter in the "Rappin'" section about installing a Flathead into a Falcon. Been there, done that!

I put a 276ci '50 Ford Flathead with Edelbrock heads and 4-bbl intake and a close-ratio T10 four-speed and a 3.25-geared 9-inch into a '61 Falcon Ranchero back in the early '70s. It was a pretty cool ride. It had a 5-inch chopped top, '64 T-bird wire wheels, and '65 Mustang front suspension and disc brakes.

It was definitely a cruiser and a freeway flyer. At 65 mph, it'd spin 2,200 rpm and get 18 mpg. I put about 30K on the odometer with very few problems. It was one of the easiest engine swaps I ever did. Been thinking about a V8/60 in a Mini Cooper, but then again, it's probably already been done.

Thanks for allowing me to go down memory lane one more time; I have every issue of *R&C* ever printed and look forward to each new issue.

Ernie "Fast Ernie" Schuyler
Fremont, CA

Just when I think an idea is too far out there, someone proves me wrong.

RESTRAINT

Hats off to Mark Wilson for enhancing a classic and to *R&C* for recognizing it ("Outer Space Olds," November 2006). What *hasn't* been done to this car is

almost as important as what has. Finally, someone has bucked the trend to slap on 20-something-inch rims and O-ring tires. By the same token, it would've been a shame to alter the body lines. Casual admirers probably assume the bodywork is radically customized—hard to believe the GM stylists were given such a free hand. Although the article didn't specifically discuss the Bellflower exhaust tips, they deserve mention as a period-correct detail that adds to the car's authenticity. There's nothing wrong with more radical customs, but for my money, Mr. Wilson got this one exactly right!

Emmett Mackan
Beaumont, TX

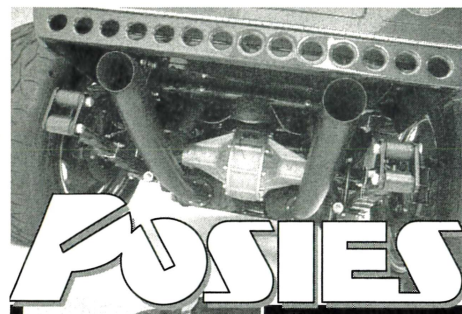
It's easy to forget that "back in the day," this type of mild custom was the norm and it's easy to see why.

BROKEN BRAKE

I recently had a bit of a wake-up call while doing some work on my '40 Ford coupe. My son-in-law and I installed a third brake light and were checking the brake lights when the brake pedal snapped off. While one end of this shaft has a hex bore and a bolt, the other end was just TIG welded. The problem was that the weld penetrated less than 1/16-inch. After 16,636 miles, the weld failed, cracked all the way around, and the brake pedal went all the way to the floor. Lucky for me, this happened at our shop. I don't know if all the aftermarket brake pedals have the same design, but thought you might want to bring this to the attention of your readers. We put my car on the rack and checked every nut and bolt before and after we go on a run, but didn't see this coming. I called the dealer and was told this was the first time he heard of this.

Craig Townsend
Via E-mail

*Thanks for the heads-up, Craig. It's always a good idea to keep an eye out for loose nuts and bolts, and check the welds for these key components like crossmembers and brake systems at least once a year. **R&C***

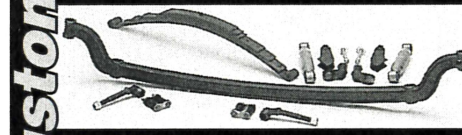


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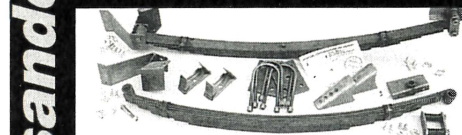


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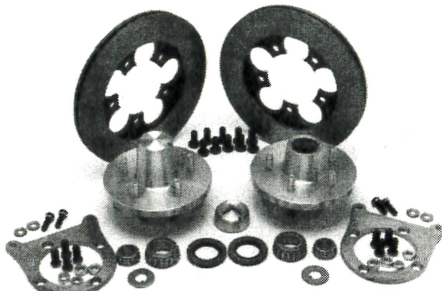
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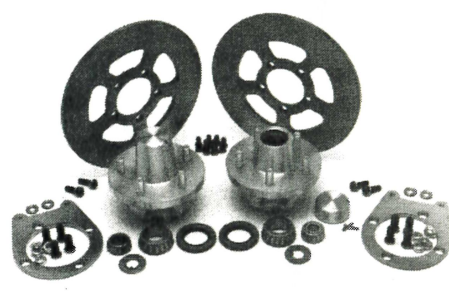
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Brakes Galore

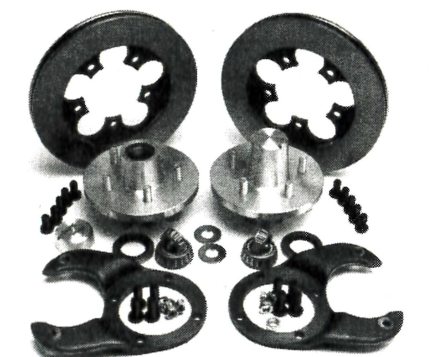
Magnum Axle Company is one of street rodding's leading suppliers of custom brake kits for nearly any street rod application and nearly any budget. Magnum offers Econo Kits which easily adapt stock rotors and calipers to early Ford spindles. Or you can step up to a complete kit including machined aluminum hubs, vented custom rotors, and high quality aftermarket 4-piston brake calipers.



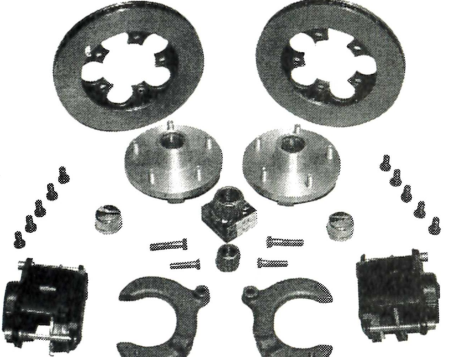
4100 Series Disc Kit
 Magnum's 4100 Series Kit features .812" vented rotors, aluminum hubs, and custom caliper mounting brackets. These kits fit '37-'48 Ford spindles and are suitable for highboys and other rods under 3,000 pounds.



4200 Series Disc Kit
 Magnum's 4200 Series Kit has .375" solid rotors, aluminum hubs, and custom mounting brackets. These kits are available for '37-'48 Ford and '49-'54 Chevy spindles and are suitable for rods under 2,000 pounds.



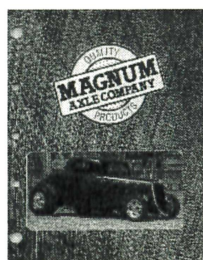
4000 Series Disc Kit
 The 4000 Series Kit utilizes 1" vented 11" gray iron rotors and is suitable for heavier rods over 3,000 pounds. These kits are available to fit '37-'48 Ford, '49-'56 Ford p.u., '49-'54 Chevy, '53-'62 Corvette, or '41-'59 Chevy p.u. All kits are designed to accept '78 & up GM intermediate calipers which are optional. Our custom aluminum hubs are available in four different popular bolt patterns



4009 Mustang II Kit
 This is one of Magnum's most popular kits and is available in the Deluxe Kit (shown) or in an Econo version (4440). Both kits fit Pinto/Mustang II front spindles and are designed to accept '78 & up GM intermediate calipers which are optional. Aluminum hubs in deluxe kit are available in four different popular bolt patterns. These kits are suitable for most vehicles and are very affordable.

Magnum Brake Kits are widely used throughout the street rod industry and feature extra large 11-inch rotors which decrease pedal pressure required and in most cases do not require a vacuum booster on rods under 3,000 lbs.

Note: Many other custom and specialized brake kits available from Magnum.



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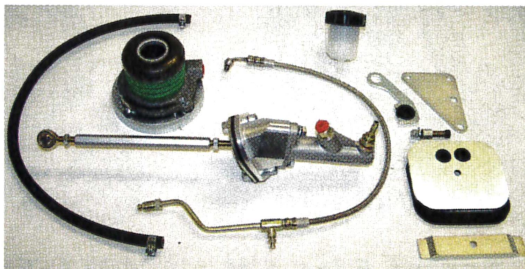
Magnum has a broad network
 of dealers throughout the U.S.

ROD SHOP

By Jim Aust

SMOOTH PEDAL ACTION

Keisler's newly engineered Generation III hydraulic clutch actuator is now available for all of Keisler's Tremec overdrive conversion kits, five- and six-speed. This high-quality, durable hydraulic system replaces the need for mechanical linkage and provides a dramatic, noticeable improvement in pedal motion. Keisler's hydraulic actuator works with linear motion along the axis of travel, utilizing concentric slave-cylinder technology, in turn reducing the mechanical losses associated with traditional fork and bearing setups. A new Keisler-designed line with integrated bleeding makes installation a snap. For more information, contact Keisler Engineering at (865) 609-8187; www.keislerauto.com.



HARDTOP

Gordon Supply Top has introduced its new Pop Top convertible hardtop for '28-32 roadsters, available in five different models to fit a variety of windshield posts and price ranges. They offer the top in fiberglass that can be upholstered, black carbon 2x2 twill that is ultra-light and can be lifted by one person, and also in a hybrid ('glass/carbon/Kevlar) that gives the top a tweed appearance. Our top has an "old-school" attitude and looks like cloth. For more information, contact Gordon Supply Top at (760) 947-0054; e-mail lcrampton@peoplepc.com.



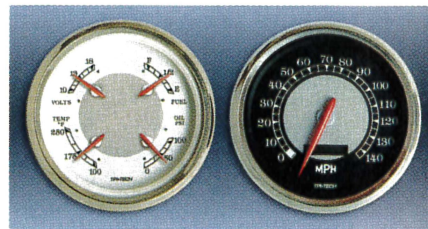
SUPER COILS

Heidt's is now offering its new Superide adjustable billet coilover shocks. Now, in addition to being able to tune spring rates using threaded lower spring seats, you can also adjust the shock's rebound via a 10-position knob. Made in the USA, the coilovers are available in clear anodized or polished finishes, and include polished top cones, black urethane, or spherical bushings set up for either 1/2- or 5/8-inch bolts, and 5/8-inch hard chrome shafts. Front and rear applications are available, and include chrome-plated springs in 160- to 700lb rates. For more information, contact Heidt's Hot Rod Shop at (800) 841-8188; www.heidts.com.



GET WITH THE PROGRAM

TPI-Tech has released new quad gauge sets with easy-to-program electronic speedometers that are easily calibrated with a small, remotely mounted button that can be mounted (or hidden) anywhere convenient. Just hit the remote button and follow the prompts in the odometer display to set the: speedometer for any gear/tire size, trip odometer, hours traveled, speed-warning indicator (a remotely mounted LED will flash if you exceed it), and oil change reminder (SERVICE will appear in the window when it's time). These new quad gauge sets are available in 3 3/8- or 5-inch diameters with white and black faces with stainless steel bezels or tan with a gold bezel. Electronic or mechanical speedometers are available (mechanical speedometer has a trip odometer but is not programmable.) For more information, contact TPI-Tech at (866) 462-7628; www.tpigauges.com.



FAN CONTROL

Hotronics has developed a way to help cool down your hot rod. It's After-Run Cool-Down Delay Timer keeps the electric fan engaged after the key is turned off for an adjustable run time of 2 to 4 1/2 minutes (delay run time adjusts with small screwdriver through a hole in the end of the box). Keeping the fan moving air will help remove heat soak from the engine and radiator while stopped. For more information, contact Hotronics at (714) 971-8543; www.hotronicsproducts.com.



LOW FAT

Fatman Fabrications has just taken its dropped uprights for '49-54 Chevy factory front suspensions to the next level. The tremendous popularity of these parts has allowed Fatman to produce these in forged steel for even greater safety and ease of fit. They still provide a 2 1/2-inch drop, and will accept either stock drum or aftermarket disc brake conversions. The matching dropped steering arms provide the essential outer tie-rod end location needed to avoid bumpsteer. For more information, contact Fatman Fabrications at (704) 545-0369; www.fatmanfab.com.



VR-BILLET BULLETS

If you've been looking for an adjustable stainless steel muffler that offers the look and sound your street rod deserves, we may have found it. Vara Ram Industries' new VR-Billet Bullets feature removable billet end caps and inner baffles with two inserts per muffler to allow you to dial them in for sound and back pressure. They come with a fully polished megaphone housing and are available in 11- and 15-inch lengths. For more information, contact Vara Ram Industries at (713) 477-8100; www.vararam.com.



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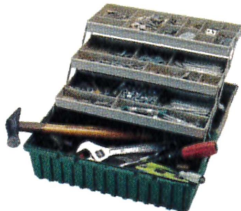


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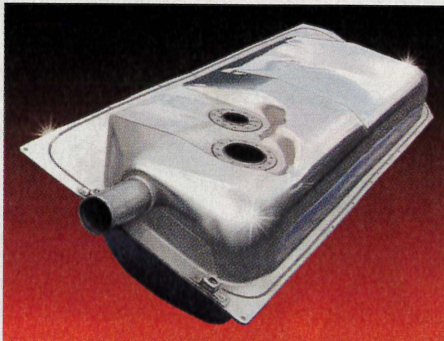
Plan Ahead...

Most hazardous materials are prohibited in checked or carry-on baggage. Some items may be shipped as air cargo. If you are unsure whether the item you wish to pack in your luggage or ship by air is hazardous, contact your airline representative.

For more information, log onto <http://ash.faa.gov/> and review hazardous materials information under the heading "What can Fly."

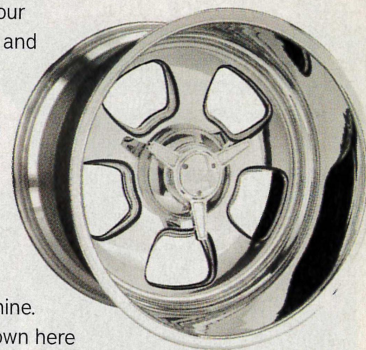
STAINLESS STEEL GAS TANK

Bob Drake Reproductions Inc. has released a versatile tank for anyone restoring or street rodding '38-40 Ford cars and '38-41 pickups. The Forever Tank has an expanded capacity of 15-plus gallons and closely resembles the original Ford tank down to its interior baffles. It's manufactured from stamped 304 stainless steel so it'll resist corrosion, will not rust, and is guaranteed to be leak-free. The Forever Tank comes ready for either fuel injection or carburetor systems, and is equipped with Bob Drake's universal fuel sender flange that allows installation of original gauges, or many aftermarket sets like VDO and Stewart Warner. For more information, and to get a free 144-page sale catalog of early Ford restoration and hot rod parts, contact Bob Drake Reproductions Inc. at (800) 221-FORD (3673); www.bobdrake.com.



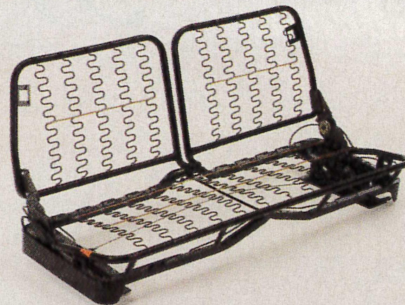
SNAPPY NAME

Weld Racing introduced a new line of wheels at the NSRA Nationals this past summer that was directed right at our readers. The new Rod and Custom line of forged aluminum wheels are available in sizes from 15x4.5 to 20x16 and feature retro looks, but with modern manufacturing and alloys that provide better strength and shine. The Cruiser wheel shown here would look perfect on just about any hot rod. For more information, contact Weld Racing at (800) 488-9353; www.weldracing.com.



GRAB SOME BENCH

If you're tired of looking through the junkyards and want a seat with a lot of style and comfort for your '49-53 Ford coupe, then Glide Engineering has the answer. Glide's new split back seat has a bench bottom and comes with all the great features as the rest of Glide's seats, including black powdercoating to prevent rusting, no-sag springs, sliders, and a mounting base that bolts into factory holes. A contoured foam kit is available as an option. For more information, contact Glide Engineering at (800) 301-3334; www.glideeng.com. **R&C**



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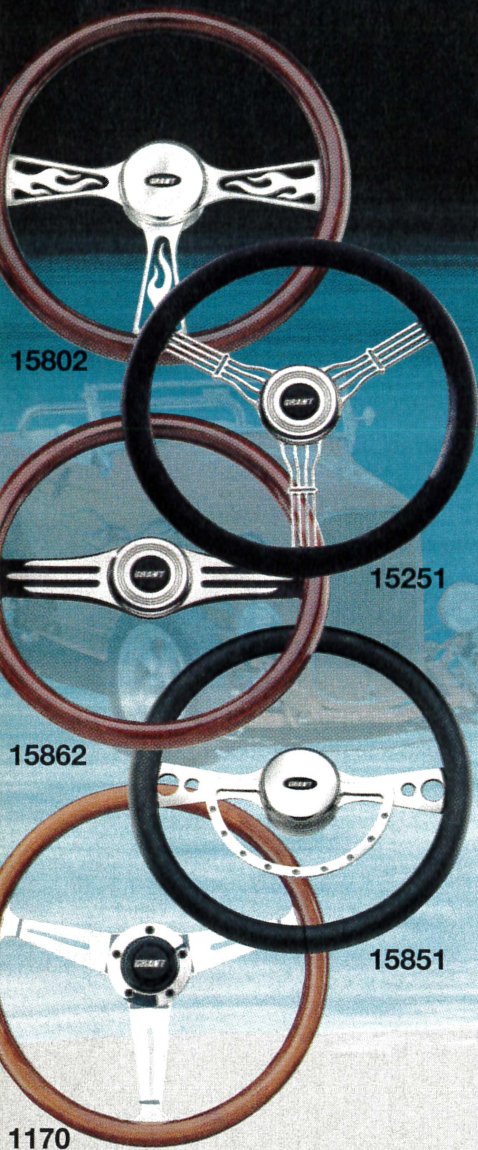
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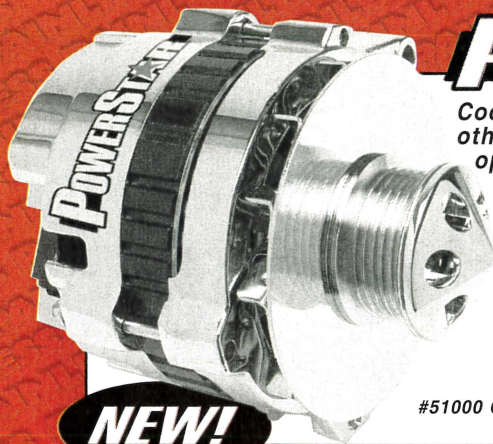
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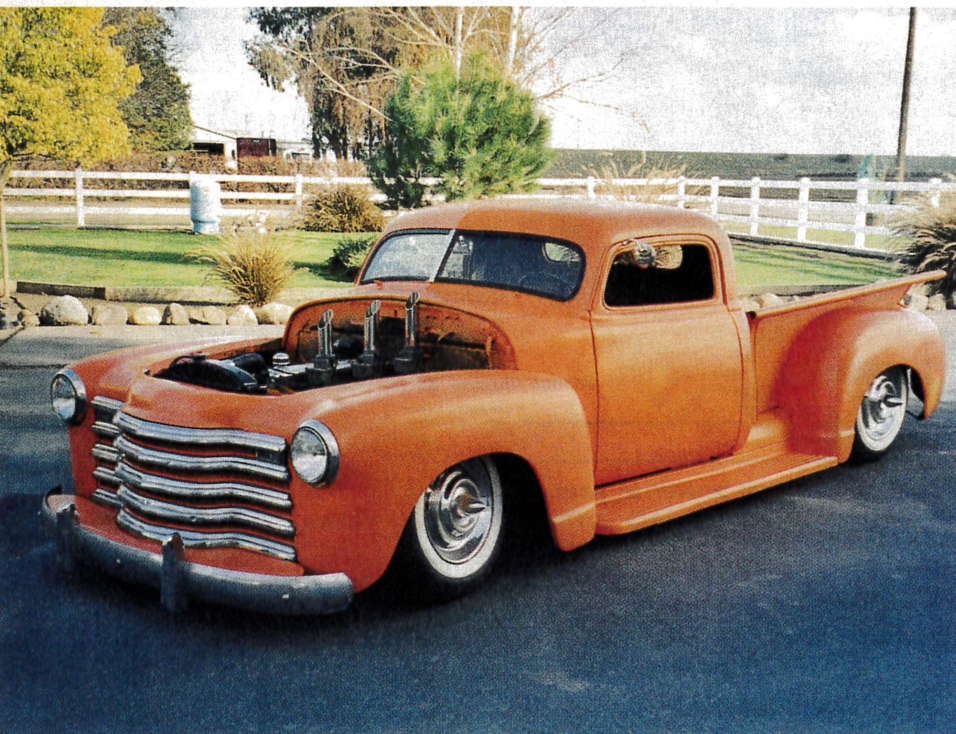
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READERS' RODS

By Jim Aust



MARTY FUENTES
TRACY, CA
1950 CHEVY PICKUP

This one will be a bit of a surprise for one custom owner, as he didn't send in the pictures of his ride himself—it was actually his very proud mom! What exactly she is so proud of is that her son Marty rolled an old '50 Chevy pickup into the garage, and then proceeded to chop it 5 inches and sectioned it an equal amount. The 235ci six-cylinder runs a trio of single-barrel carburetors and has been mated to a late-model three-speed trans that spins a 10-bolt rearend. The ride is provided by an owner-installed Mustang II front suspension and he controls the height with a full Air Ride system. The bed has been shortened 10 inches and a roll pan fitted below the tailgate. Lastly, Marty sprayed on the Tangerine suede paint, which couldn't make a mother prouder!

GEORGE PAULEY
BERLIN, CT
1963 CHEVY IMPALA

Closing out our duo of customs this month is George Pauley's '63 Chevy Impala SS. The frame-off build was actually completed almost two decades ago, but that hasn't stopped George from thoroughly enjoying his ride thanks to a 350/350 combo for power and a four-wheel disc package to get him stopped. Custom tricks include a full dechroming of the body with a rich coat of Lemon Pearl accented by a set of full-length lakes pipes and a set of original Dodge Lancer hubcaps. Inside is a full roll 'n' pleat job and outside in the rear you'll find six '59 Caddy taillight bullets. Sharing space in George's "barn" with the '63 is a '62 SS, a '34 three-window, and a '54 Mercury he's just finishing up. **R&C**



Send your photos
and info to:

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or kevin.lee@primedia.com

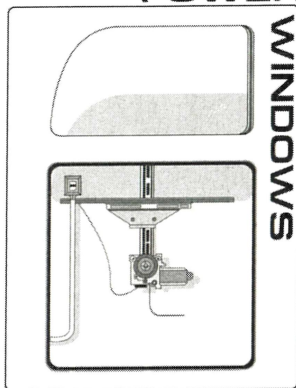


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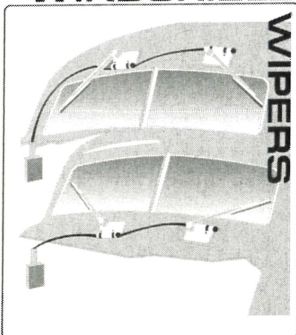
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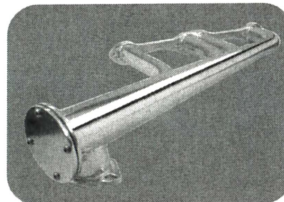
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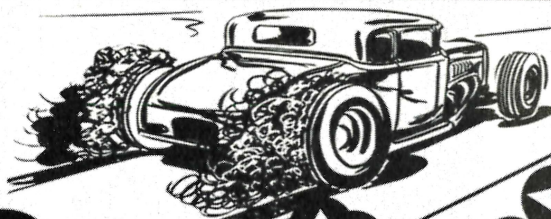
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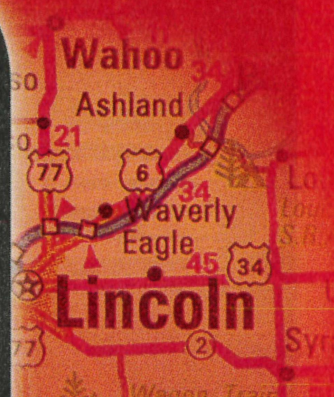
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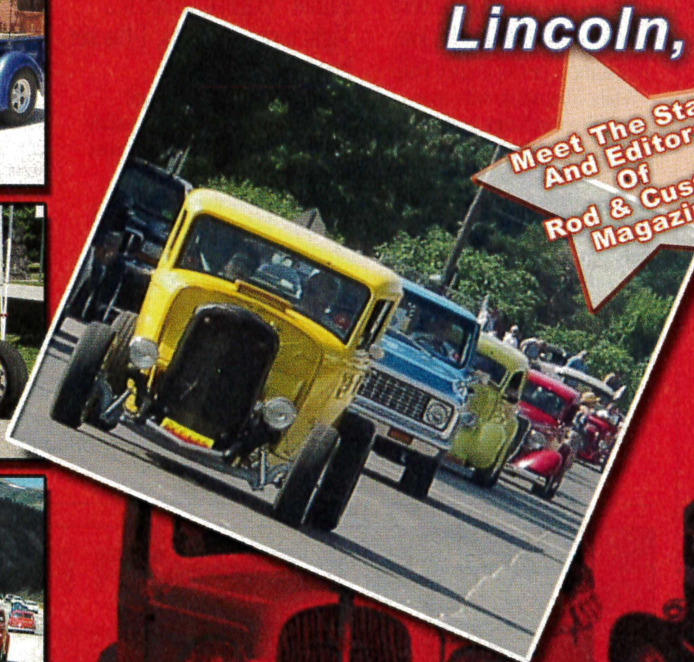


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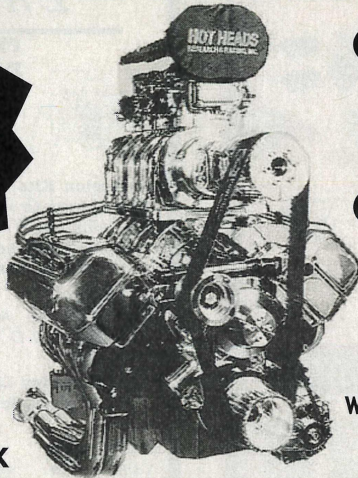
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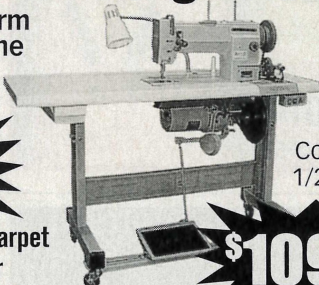
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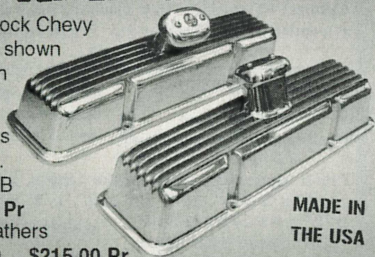
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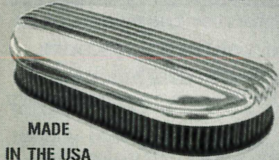
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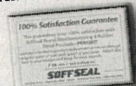
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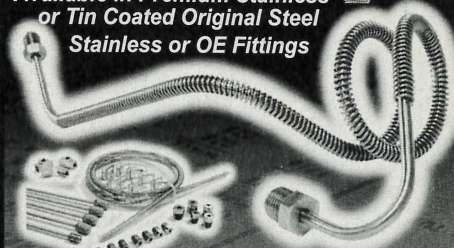
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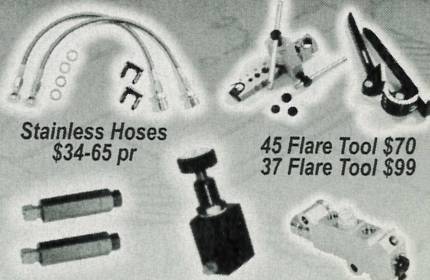
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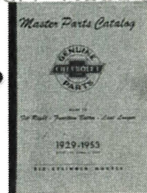
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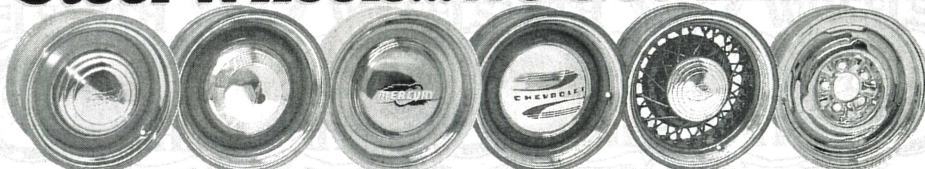


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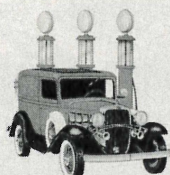
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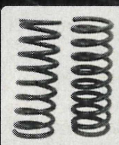
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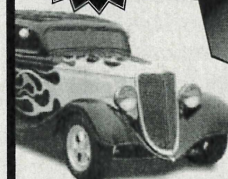
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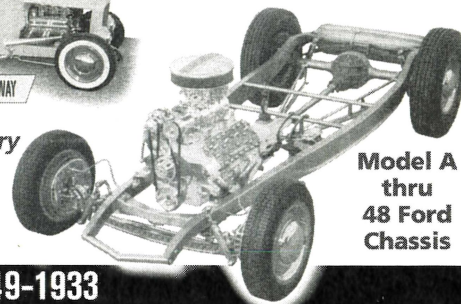


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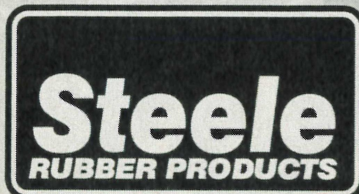
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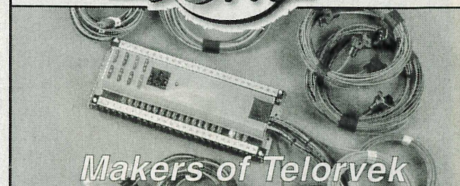
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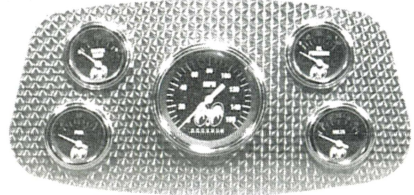
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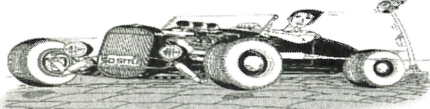
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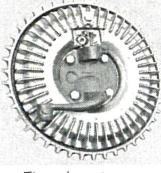
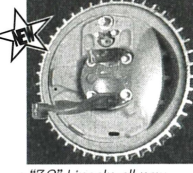
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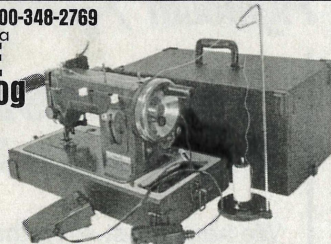
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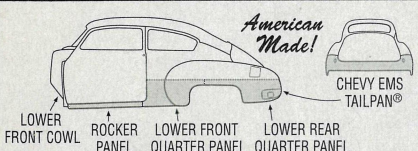
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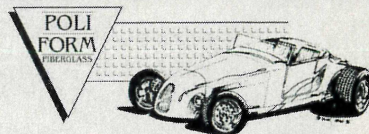
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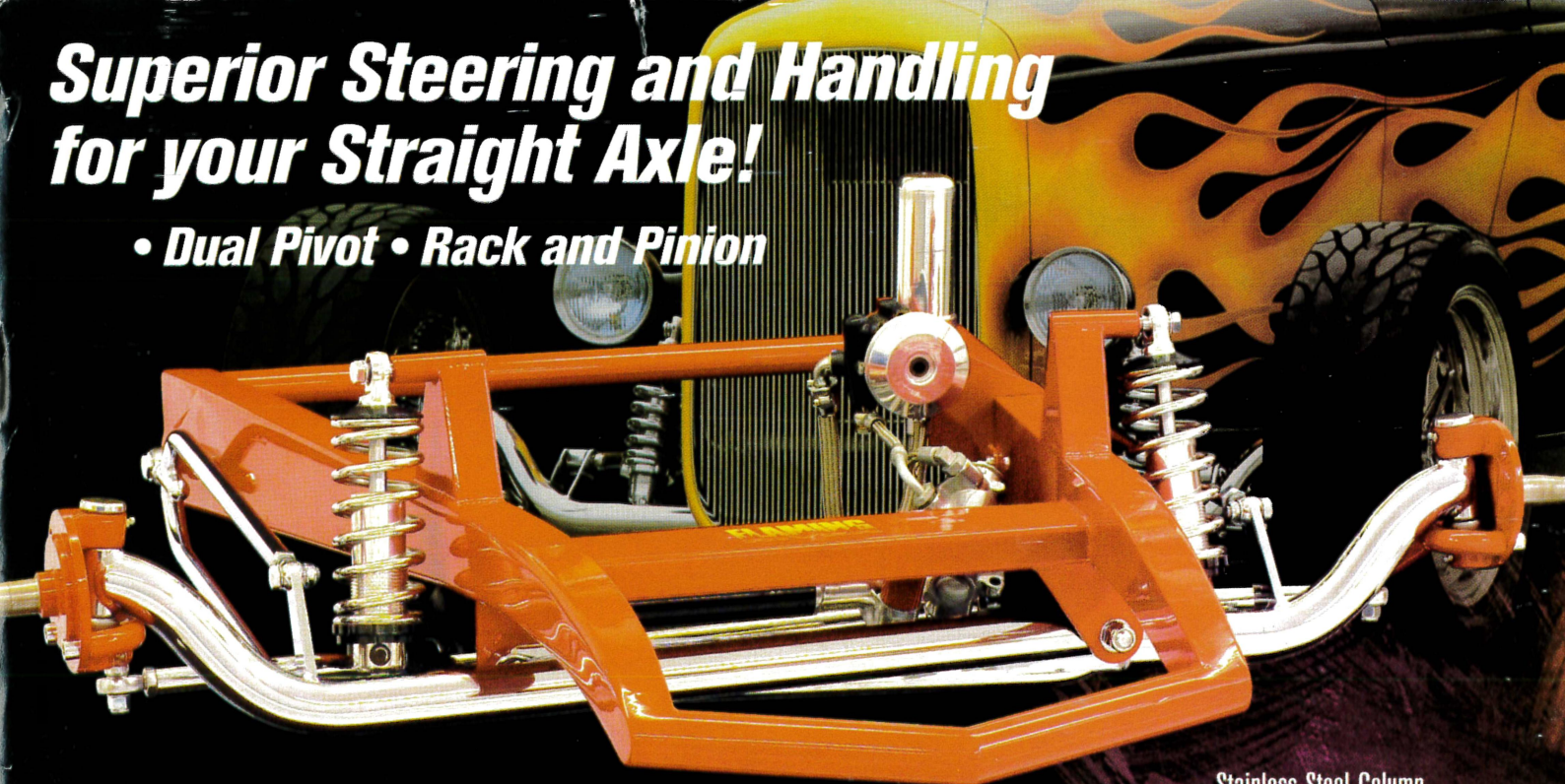


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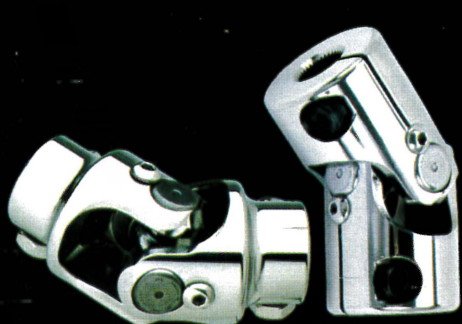
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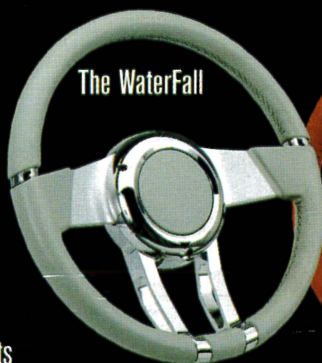
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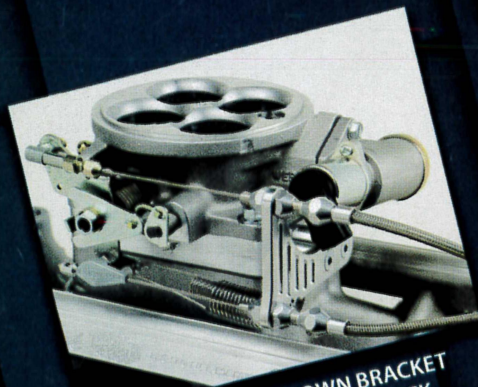
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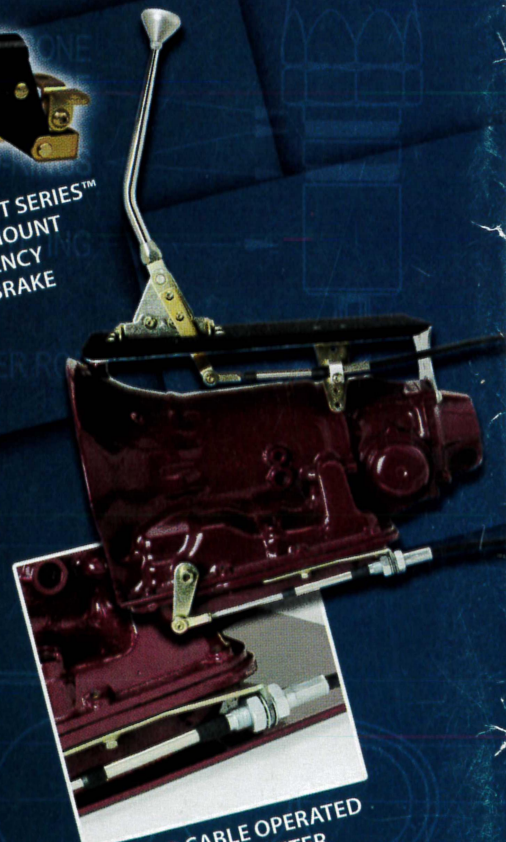
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